DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

A24CE
Revision 109
Beechcraft

200	A100-1 (U-21J)
200C	A200 (C-12A)
200CT	A200 (C-12C)
200T	A200C (UC-12B)
B200	A200CT (C-12D)
B200C	A200CT (FWC-12D)
B200CT	A200CT (C-12F)
B200T	A200CT (RC-12D)
300	A200CT (RC-12G)
300LW	A200CT (RC-12H)
B300	A200CT (RC-12K)
B300C	A200CT (RC-12P)
B300C (MC-12W)	A200CT (RC-12Q)
B300C (UC-12W)	B200C (C-12F)
1900	B200C (UC-12M)
1900C	B200C (C-12R)
1900C (C-12J)	B200C (UC-12F)
1900D	B200GT
	B200CGT

April 17, 2014

TYPE CERTIFICATE DATA SHEET NO. A24CE

This data sheet which is part of Type Certificate No. A24CE prescribes conditions and limitations under which the product for which the type certificate was issued meets the airworthiness requirements of the Federal Aviation Regulations.

Type Certificate Holder: Beechcraft Corporation
10511 E. Central
Wichita, Kansas 67206

Type Certificate Holder Record: Beech Aircraft Corporation transferred to
Raytheon Aircraft Company on April 15, 1996

Raytheon Aircraft Company transferred to
Hawker Beechcraft Corporation on March 26, 2007

Hawker Beechcraft Corporation transferred to
Beechcraft Corporation on April 12, 2013

I. Model 200, Super King Air (Normal Category), Approved December 14, 1973 (See NOTES 10 and 11)
Model A200C (UC-12B), Super King Air (Normal Category), Approved February 21, 1979 (See NOTE 11)
Model 200C, Super King Air (Normal Category), Approved February 21, 1979 (See NOTE 11)
Model B200, Super King Air (Normal Category), Approved February 13, 1981 (See NOTES 10 and 11)
Model B200C, Super King Air (Normal Category), Approved February 13, 1981 (See NOTES 10 and 11)
Model B200C (C-12F), (UC-12F), (UC-12M) and (C-12R), Super King Air (Normal Category), Approved February 13, 1981, (See NOTES 10, 11, and 12)
For Notes, refer to Data Pertinent to All Model 200 Series

Engine: Two United Aircraft of Canada, Ltd., or Pratt & Whitney PT6A-41 (turboprop) per Beech Specification BS 22096 (200, 200C, A200C)

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I. Model 200, Model A200C, Model 200C, Model B200, Model B200C (cont'd)

Two United Aircraft of Canada, Ltd., or Pratt & Whitney PT6A-42 (turboprop) per Beech Specification BS 23319/1 (B200, B200C)

Fuel

JP-4, JP-5 (MIL-T-5624); JP-8 (MIL-T-83133); JET A, JET A-1, and JET B conforming to P&WC S.B. 1244 or ASTM SPEC. D1655; in addition for B200 and B200C Chinese No. 3 Jet Fuel. See NOTE 6 for emergency fuels

Oil (Engine & Gearbox)

UACL PT6 Engine Service Bulletin No. 3001 lists approved brand oils

Engine Limits

	Shaft Horsepower	Torque Ft-Lbs.	N1 Gas Generator Speed	Prop Shaft Speed	Max. Permissible Turbine Interstage Temp. (Dec. C)
Takeoff (5 min.)	850	2230	101.5%	2000*	750 (200, 200C, A200C)
Max. continuous	850	2230	101.5%	2000*	750 (200, 200C, A200C)
Takeoff (5 min.)	850		101.5%	2000*	800 (B200, B200C)
Max. continuous	850		101.5%	2000*	800 (B200, B200C
Starting transient (5 sec.)					1000
Max. reverse (1 min.)			88%	1900	750

*See NOTE 4

At low altitude and low ambient temperature the engines may produce more power at takeoff than that for which the airplane has been certificated. Under these conditions the placarded torquemeter limitations shall not be exceeded.

Oil temperatures: Minus 40˚ C. minimum starting
Minus 40˚ C. to 99˚ C. low idle
10˚ C. to 99˚ C. max. continuous

Propeller and Propeller Limits

Two Hartzell HC-B3TN-3G or HC-B3TN-3N hubs with Hartzell T10178B-3R or T10178NB-3R blades for: BB-1 through BB-815; BB-817 through BB-824; BL-1 through BL-29; BJ-1 and after or Hartzell T10178K-3R or T10178NK-3R blades for: BB-816, BB-825 through BB-1438, BB-1440 through BB-1443; BL-30 through BL-72; BL-124 through BL-138; BU-1 and after
Diameter: 98.5 in. (maximum); minimum allowable for repair: 97.5 in.
No further reduction permitted
Pitch settings at

Flight Idle Stop	See NOTE 5(a)
Secondary Flight Idle Stop	See NOTE 5(b)
Reverse	-9˚
Feathered	+90˚

Propeller and Propeller Limits (B200C Serials BL-73 through BL-123)(C-12F)

Two McCauley 4HFR34C754 hubs with McCauley 94LA-0 blades
Diameter: 94 in. (maximum); minimum allowable for repairs: 93 in.
No further reduction permitted
Pitch settings at

Flight Idle Stop	See NOTE 13(a)
Ground Idle Stop	See NOTE 13(b)
Reverse	-10.0˚ $\pm$ 0.4˚

Continuous operation on the ground is prohibited between 600 and 1150 r.p.m. The propeller must be feathered to ground idle at rotational speeds below 600 propeller shaft r.p.m.

Propeller and Propeller Limits (B200 Serials BB-1193 through BB-1438, BB-1440 through BB-1443, BB-1463,) (B200C Serials BL-124 through BL-138 BP-64 & after, and BV-1 & after)

Two McCauley 3GFR34C702 hubs with McCauley 100LA-2 blades
Diameter: 98 in. (maximum); minimum allowable for repair: 97 in.
No further reduction permitted.
Pitch settings at

Flight Idle Stop	See NOTE 5(a)
Reverse	-10˚
Feathered	+86.8˚

I. Model 200, Model A200C, Model 200C, Model B200, Model B200C (cont'd)

Propeller and Propeller Limits (B200 Serials BB-1439, BB-1444 & after except BB-1463)(B200C Serials BL-139 & after and BW-1 & after)

Two McCauley 4HFR34C771 hubs with McCauley 94LA-O blades
Diameter: 94 in. (maximum); minimum allowable for repairs: 93.5 in.
No further reduction permitted
Pitch settings at

Flight Idle Stop	See NOTE 13(a)
Reverse	-10.0° ± 0.4°
Feathered	+87.5° ± 0.3°

Continuous operation on the ground is prohibited between 600 and 1100 r.p.m. The propeller must be feathered at rotational speeds below 600 propeller shaft r.p.m.

Or

Two Hartzell HC-E4N-3G hubs with Hartzell D9390SK-1R blades
Diameter: 93 in. (maximum); Minimum Allowable for repairs: 92 in.
No further reduction permitted
Pitch Settings at:

Flight Idle Stop	See NOTE 13(c)
Reverse	-11.2° ± 0.5°
Feathered	+85.8° ± 0.5°

Continuous operation on the ground is prohibited between 500 and 1,180 RPM. The propeller must be feathered at rotational speeds below 500 propeller shaft RPM.

Or

Two Hartzell HC-B3TN-3G or HC-B3TN-3N hubs with Hartzell T10178B-3R or T10178NB-3R blades
Diameter: 98.5 in. (maximum); minimum allowable for repair: 97.5 in.
No further reduction permitted
Pitch settings at

Flight Idle Stop	See NOTE 5(a)
Secondary Flight Idle Stop	See NOTE 5(b)
Reverse	-9°
Feathered	+90°

Airspeed Limits (CAS)

Max. operating speed 310 m.p.h. (270 knots) up to 8,500 ft.
Max. operating Mach No. 0.48
The above airspeed limits BB-2; BB-6 through BB-198

Max. operating speed 299 m.p.h. (260 knots) up to 15,000 ft.
Max. operating Mach No. 0.52
The above airspeed limits BB-199 and up, BL-1 and up, BJ-1 and up, BP-64 and up, BU-1 and up, BV-1 and up, BW-1 and up

Maneuvering speed	209 m.p.h. (182 knots)
Maximum flap extension speed	
Approach position 14°	230 m.p.h. (200 knots)
100% position 35°	165 m.p.h. (144 knots)(200, 200C, A200C)
100% position 35°	178 m.p.h. (155 knots)(B200, B200C)
Landing gear extended	209 m.p.h. (182 knots)
Landing gear operating	
Extension	209 m.p.h. (182 knots)
Retraction	188 m.p.h. (164 knots)

C.G. Range (Landing Gear Extended)

(+185.0) to (+196.4) at 12,500 lb.
(+181.0) to (+196.4) at 11,279 lb. or less
Straight line variation between points given
Moment change due to retracting landing gear - 5552 in.-lb. (Standard landing gear)
Moment change due to retracting landing gear - 6040 in.-lb. (High-flotation landing gear)

I. Model 200, Model A200C, Model 200C, Model B200, Model B200C (cont'd)

Empty Wt. C.G. Range: None

Maximum Weight:

Ramp	12,590 lb.
Takeoff	12,500 lb.
Landing	12,500 lb.
Zero fuel	10,400 lb. (See NOTE 1) (200, 200C)
Zero fuel	11,000 lb. (See NOTE 1) (B200, B200C, A200C)

Minimum Crew: One pilot
One pilot and one copilot for FAR 135 operation (B200 High Density Configuration; See NOTE 11)

No. of Seats and Cabin Loading: Maximum 15 (including crew at +129). See Loading Instructions in Pilot's Operating Handbook for approved seating and cargo configurations.

Maximum Baggage: 410 lb. (+325)(200, A200C, 200C, B200 prior to BB-1091; B200C prior to BL-58)
550 lb. (+325)(B200, BB-1091 & after; B200C, BL-58 & after, BP-64 & after, BU-1 & after, BV-1 & after, BW-1 & after) (200, 200C, B200 prior to BB-1091; B200C prior to BL-58 when kit 101-5068-1 is installed). 350 lb. nose (+70); 260 lb. pod forward (+165); 195 lb. pod aft (+214); 510 lb. aft cabin (+325) (B200 High Density Configuration; See NOTE 11).

Fuel capacity:

Tank	Cap. Gal.	Usable Gal.	Arm
Auxiliary LH	79.5	79	+204
Auxiliary RH	79.5	79	+204
Main LH	195	193	+185
Main RH	195	193	+185

See NOTE 1(a) for data on unusable fuel.

Engine Oil Capacity: 18.4 qt. total (9.2 qt. each engine) at +131 (includes 6 qt usable in each integral engine tank)
See NOTE 1(c) for data on unusable oil.

Maximum Operating Altitude: 35,000 ft. - Serials BB-38, BB-39, BB-42, BB-44, BB-54, and after*, BL-1 and after, BP-64 and after, BU-1 and after, BV-1 and after, BW-1 & after)

31,000 ft. - Serials prior to BB-54 except BB-38, BB-39, BB-42, and BB-44; BJ-1 and after

*And any earlier airplanes modified by Beechcraft Kits 101-5007 and 101-5008 in compliance with Beechcraft Service Instruction Number 0776-341.

25,000 ft. (B200 High Density Configuration; See NOTE 11)

For FAR 91 or 135 Operations: As limited by FAR 91 or 135 (as appropriate)

Control Surface Movements:

Wing flap	Maximum	35˚		
Aileron tabs	Up	15˚	Down	15˚
Aileron	Up	25˚	Down	15˚
Elevator tabs	Up	3˚ 30'	Down	13˚
Elevator	Up	20˚	Down	14˚
Rudder tab	Right	15˚	Left	15˚
Rudder	Right	25˚	Left	25˚

I. Model 200, Model A200C, Model 200C, Model B200, Model B200C (cont'd)

Serial Nos. Eligible

200: BB-2, BB-6 through BB-733, BB-735 through BB-792, BB-794 through BB-828, BB-830 through BB-853, BB-871 through BB-873, BB-892, BB-893, BB-895, BB-912, BB-991

A200C: BJ-1 and up

200C: BL-1 through BL-36

B200: BB-734, BB-793, BB-829, BB-854 through BB-870, BB-874 through BB-891, BB-894, BB-896 through BB-911, BB-913 through BB-990, BB-992 through BB-1313, BB-1315 through BB-1384, BB-1389 and up. See notes 23 and 24.

B200C: BL-37 and up, BP-64 and up, BU-1 through BU-10, BV-1 through BV-10, BW-1 & up. See Note 23.

II. Model A200, Super King Air, (C-12A) or (C-12C)(Normal Category), Approved June 20, 1975 (See NOTE 11)

For Notes, refer to Data Pertinent to All Model 200 Series

Engine

Two United Aircraft of Canada, Ltd., or Pratt & Whitney PT6A-38 (turboprop) per Beech Specification BS 22550.
For Airplane Serial BC-1 through BC-61 and BD-1 and up (C-12A)

Two United Aircraft of Canada, Ltd., or Pratt & Whitney PT6A-41 (turboprop) per Beech Specification BS 22096 for Airplane Serial BC-62 and up (C-12C) plus BC-1 through BC-61 and BD-1 through BD-30 (C-12A) when modified per Beech Service Instruction C-12-0076.

See NOTE 15

Fuel

JP-4, JP-5 (MIL-T-5624); JP-8 (MIL-T-83133); JET A, JET A-1, and JET B conforming to P&WC S.B. 1244 or ASTM SPEC. D1655. See NOTE 6 for emergency fuels.

Oil (Engine & Gearbox)

UACL PT6 Engine Service Bulletin No. 3001 lists approved brand oils.

Engine Limits

	Shaft Horsepower	Torque Ft-Lbs.	N1 Gas Generator Speed	Prop Shaft Speed	Max. Permissible Turbine Interstage Temp. (Dec. C)
Takeoff (5 min.)	750*	1970**	101.5%	2000***	705****
Max. continuous	750	1970**	101.5%	2000***	705****
Starting transient (5 sec.)					1000
Max. reverse (1 min.)			88%	1900	705****

*See NOTE 8. **See NOTE 14. ***See NOTE 4. ****See NOTE 9.

At low altitude and low ambient temperature the engines may produce more power at takeoff than that for which the airplane has been certificated. Under these conditions the placarded torquemeter limitations shall not be exceeded.

Oil temperatures: Minus 40˚C. minimum starting
Minus 40˚C. to 99˚C. low idle
10˚C. to 99˚C. max. continuous

Propeller and Propeller Limits

Two Hartzell HC-B3TN-3G or HC-B3TN-3N hubs with Hartzell T10178B-3R or T10178NB-3R blades
Diameter: 98.5 in. (maximum); minimum allowable for repair: 97.5 in.
No further reduction permitted
Pitch settings at

Flight Idle Stop	See NOTE 5(a)
Secondary Flight Idle Stop	See NOTE 5(b)
Reverse	-9˚
Feathered	+90˚

II. Model A200 (cont'd)

Airspeed Limits (CAS)

Max. operating speed	310 m.p.h. (270 knots) up to 8,500 ft.
Max. operating Mach No.	0.48
The above airspeed limits	BC-1 through BC-61 and BD-1 and up (C-12A)
Max. operating speed	299 m.p.h. (260 knots) up to 15,000 ft.
Max. operating Mach No.	0.52
The above airspeed limits	BC-62 and up and BC-1 through BC-61 and BD-1 through BD-30 when modified per Beech Service Instructions C-12-0076 (C-12C)
Maneuvering speed	209 m.p.h. (182 knots)
Maximum flap extension speed	
Approach position 14˚	230 m.p.h. (200 knots)
100% position 35˚	165 m.p.h. (144 knots)
Landing gear extended	209 m.p.h. (182 knots)
Landing gear operating	
Extension	209 m.p.h. (182 knots)
Retraction	188 m.p.h. (164 knots)

C.G. Range (Landing Gear Extended)

(+185.0) to (+196.4) at 12,500 lb.
(+181.0) to (+196.4) at 11,279 lb. or less
Straight line variation between points given
Moment change due to retracting landing gear - 5552 in.-lb. (Standard ldg gear)
Moment change due to retracting landing gear - 6040 in.-lb. (HI-Float ldg gear)

Empty Wt. C.G. Range

None

Maximum Weight

Ramp	12,590 lb.
Takeoff	12,500 lb.
Landing	12,500 lb.
Zero fuel	10,400 lb. (See NOTE 1)

Minimum Crew

One pilot

No. of Seats

Maximum 15 (including crew at +129). See loading instructions in AFM for approved seating and cargo configurations. (Note: An AFM revision may be required to include the approved seating and cargo configurations.)

Maximum Baggage

150 lb. (+292), and 350 lb. (+325)
150 lb. (+292), and 410 lb. (+325) BC-30 and up

Fuel capacity

Tank	Cap. Gal.	Usable Gal.	Arm
Auxiliary LH	79.5	79	+204*
Auxiliary RH	79.5	79	+204*
Main LH	195	193	+185
Main RH	195	193	+185

See NOTE 1(b) for data on unusable fuel.
*See NOTE 7

Engine Oil Capacity

31 qt. total at +131 (includes 12 qt usable in two integral engine tanks)
See NOTE 1(c) for data on unusable oil.

Maximum Operating Altitude

31,000 ft.
For FAR 91 Operations: As limited by FAR 91

II. Model A200 (cont'd)

Control Surface Movements	Wing flap	Maximum	35˚		
	Aileron tabs	Up	15˚	Down	15˚
	Aileron	Up	25˚	Down	15˚
	Elevator tabs	Up	3˚ 30'	Down	13˚
	Elevator	Up	20˚	Down	14˚
	Rudder tab	Right	15˚	Left	15˚
	Rudder	Right	25˚	Left	25˚

Serial Nos. Eligible: (C-12A) BC-1 through BC-61. (C-12C) BC-62 and up
(C-12A) BD-1 and up
(C-12C) BC-62 through BC-75 and BD-1 through BD-30 when modified per Beech Service Instructions C-12-0076

III. Model 200T, Super King Air (Normal Category), Approved December 15, 1976
Model 200CT, Super King Air (Normal Category), Approved February 21, 1979
Model A200CT (C-12D), (FWC-12D), (RC-12D), (C-12F), (RC-12G), and (RC-12H), Super King Air (Normal Category), Approved April 17, 1980 (See NOTES 10, 11, 12, and 16)
Model B200T, Super King Air (Normal Category), Approved February 13, 1981
Model B200CT, Super King Air (Normal Category), Approved February 13, 1981
For Notes, refer to Data Pertinent to All Model 200 Series

Engine: Two United Aircraft of Canada, Ltd., or Pratt & Whitney PT6A-41 (turboprop) per Beech Specification BS 22096 (200T, 200CT, A200CT (BP-1 through BP-51)

Two United Aircraft of Canada, Ltd., or Pratt & Whitney PT6A-42 (turboprop) per Beech Specification BS 23290 (B200T, B200CT, A200CT (BP-52 through BP-63)

Fuel: JP-4, JP-5 (MIL-T-5624); JP-8 (MIL-T-83133); JET A, JET A-1, and JET B conforming to P&WC S.B. 1244 or ASTM SPEC. D1655.
See NOTE 6 for emergency fuels

Oil (Engine & Gearbox): UACL PT6 Engine Service Bulletin No. 3001 lists approved brand oils.

Engine Limits

	Shaft Horsepower	Torque Ft-Lbs.	N1 Gas Generator Speed	Prop Shaft Speed	Max. Permissible Turbine Interstage Temp. (Dec. C)
Takeoff (5 min.)	850	2230	101.5%	2000*	750 (200T, 200CT, A200CT) (BP-1 through BP-51)
Max. continuous	850	2230	101.5%	2000*	750 (200T, 200CT, A200CT) (BP-1 through BP-51)
Takeoff (5 min.)	850		101.5%	2000*	800 (B200T, B200CT, A200CT) (BP-52 through BP-63)
Max. continuous	850		101.5%	2000*	800 (B200T, B200CT, A200CT) (BP-52 through BP-63)
Starting transient (5 sec.)					1000
Max. reverse (1 min.)			88%	1900	750

*See NOTE 4.

At low altitude and low ambient temperature the engines may produce more power at takeoff than that for which the airplane has been certificated. Under these conditions the placarded torquemeter limitations shall not be exceeded.
Oil temperatures: Minus 40˚C. minimum starting
Minus 40˚C. to 99˚C. low idle
10˚C. to 99˚C. max. continuous

III. Model 200T, Model 200CT, Model A200CT, Model B200T, Model B200CT (cont'd)

Propeller and Propeller Limits

Two Hartzell HC-B3TN-3G or HC-B3TN-3N hubs with Hartzell T10178B-3R or T10178NB-3R blades for BT-1 through BT-19, BT-22, BT-28, BT-31 and BT-32, BN-1, FC-1 through FC-3, BP-1, BP-22, BP-24 through BP-63, GR-1 through GR-19; or Hartzell T10178K-3R or T10178NK-3R blades for: BB-1314, BT-20, BT-21, BT-23 through BT-27, BT-29, BT-30 through BT-34, BN-2 through BN-4.
Diameter: 98.5 in. (maximum); minimum allowable for repair: 97.5 in.
No further reduction permitted
Pitch settings at

Flight Idle Stop	See NOTE 5(a)
Reverse	-9˚
Feathered	+90˚

Propeller and Propeller Limits (B200T Serials BT-31 through BT-34) (B200CT Serials BN-5 and after)

Two McCauley 3GFR34C702 hubs with McCauley 100LA-2 blades
Diameter: 98 in. (maximum); minimum allowable for repair: 97 in.
No further reduction permitted.
Pitch settings at

Flight Idle Stop	See NOTE 5 (a)
Reverse	-10˚
Feathered	+86.8˚

Propeller and Propeller Limits (B200T Serials BT-35 and after) (B200CT Serials BN-5 and after)

Two McCauley 4HFR34C771 hubs with McCauley 94LA-0 blades.
Diameter: 94 in. (maximum); minimum allowable for repair: 93.5 in.
No further reduction permitted.
Pitch setting at

Flight Idle Stop	See NOTE 13(a)
Reverse	-10.0˚ +0.4˚
Feathered	+87.5˚ ± 0.3˚

Continuous operation on the ground is prohibited between 600 and 1100 rpm.
The propeller must be feathered at rotational speeds below 600 propeller shaft rpm.

Or

Two Hartzell HC-E4N-3G hubs with Hartzell D9390SK-1R blades.
Diameter: 92 in. (maximum); minimum allowable for repairs 92 in.
No further reduction permitted
Pitch settings at:

Flight Idle Stop	See NOTE 13(c)
Reverse	-11.2˚ ± 0.5˚
Feathered	+87.9˚ ± 0.5˚

Continuous operation on the ground is prohibited between 500 and 1,180 rpm. The propeller must be feathered at rotational speeds below 500 propeller shaft rpm.

Airspeed Limits (CAS)

Max. operating speed	282 m.p.h. (245 knots) up to 13,000 ft.
Max. operating Mach No.	0.472 13,000 ft. to 35,000 ft. altitude
Maneuvering airspeed	196 mph (170 knots)
The above airspeed limits	200T, 200CT, B200T, B200CT, and A200CT (FWC-12D, RC-12D, RC-12G, and RC-12H)
Max. operating speed	299 m.p.h. (260 knots) up to 15,000 ft.
Max. operating Mach No.	0.52
Maneuvering airspeed	209 mph (182 knots)
The above airspeed limits	A200CT (C-12D) and A200CT (C-12F)
Maximum flap extension speed	
Approach position 14˚	230 m.p.h. (200 knots)
100% position 35˚	165 m.p.h. (144 knots) (S/N BC-1 thru BC-61; BD-1 and after; BP-1 thru BP-6 and BP-12 thru BP-20 only)
100% position 35˚	178 m.p.h. (155 knots)
Landing gear extended	209 m.p.h. (182 knots)
Landing gear operating	
Extension	209 m.p.h. (182 knots)
Retraction	188 m.p.h. (164 knots)

III. Model 200T, Model 200CT, Model A200CT, Model B200T, Model B200CT (cont'd)

C.G. Range (Landing Gear Extended)

(+185.0) to (+196.4) at 12,500 lb.
(+181.0) to (+196.4) at 11,279 lb. or less
Straight line variation between points given
Moment change due to retracting landing gear (6.50 X 10 main wheels)
- 6040 in.-lb. (High-flotation landing gear)
Moment change due to retracting landing gear - 5552 in.-lb. (Standard ldg gear)
See Operator's Manual for Restricted Category C.G. Range.

Empty Wt. C.G. Range

None

Maximum Weight

Ramp	12,590 lb.	
Takeoff	12,500 lb.	
Landing	12,500 lb.	
Zero fuel	10,400 lb.*	(200CT, A200CT (C-12D)
	10,400 lb.*	(200T, serials BT-1, BT-2, BT-3, and BT-10)
	10,800 lb.*	(200T, serials BT-4 through BT-9, BT-11 through BT-22 and BT-28)
	11,000 lb.*	(B200T, B200CT, A200CT (C-12F)
	11,500 lb.*	(A200CT (FWC-12D, RC-12D, RC-12G, and RC-12H)

*See NOTE 1.

Minimum Crew

One pilot

No. of Seats and Cargo Loading

Maximum 15 (including crew at +129). See loading instructions in Pilot's Operating Handbook for approved seating and cargo configurations.

Maximum Baggage

410 lb. (+325) (200T, 200CT and A200CT)
550 lb. (+325) (B200T, B200CT), (200T, 200CT, when kit 101-5068-1 is installed.)

Fuel capacity

Tank	Cap. Gal.	Usable Gal.	Arm
Auxiliary LH	79.5	79	+204
Auxiliary RH	79.5	79	+204
Main LH	195**	193**	+185
Main RH	195**	193**	+185
Wing Tip LH	53	53	+193
Wing Tip RH	53	53	+193

See NOTE 1(a) for data on unusable fuel.
*See NOTE 16 on A200CT.

Engine Oil Capacity

18.4 qt. total at +131 (includes 6 qt usable in each integral engine tank)
See NOTE 1(c) for data on unusable oil.

Maximum Operating Altitude

35,000 ft. - Models 200T and B200T - BB-1314, BT-1 and after
Models 200CT and B200CT, BN-1 and after
31,000 ft. - Models A200CT - BP-1 through BP-63; GR-1 and after; and FC-1 and after
For Part 91 or 135 Operations: As limited by FAR 91 or 135 (as appropriate)

Control Surface Movements

Wing flap	Maximum	35˚		
Aileron tabs	Up	15˚	Down	15˚
Aileron	Up	25˚	Down	15˚
Elevator tabs	Up	3˚ 30'	Down	13˚
Elevator	Up	20˚	Down	14˚
Rudder tab	Right	15˚	Left	15˚
Rudder	Right	25˚	Left	25˚

III. Model 200T, Model 200CT, Model A200CT, Model B200T, Model B200CT (cont'd)

Serial Nos. Eligible	200T:	BT-1 through BT-22 & BT-28
	200CT:	BN-1 only
	B200CT:	BN-2 and up. See Note 23
	A200CT (C-12D):	BP-1, BP-19, BP-22, BP-24 through BP-51
	A200CT (C-12F):	BP-52 through BP-63
	B200T:	BB-1314, BT-23 through BT-27, BT-29 through BT-38, BT-44 and up. See notes 23 and 24
	A200CT (FWC-12D):	BP-7 through BP-11
	A200CT (RC-12D):	GR-1 through GR-12
	A200CT (RC-12G):	FC-1 through FC-3
	A200CT (RC-12H):	GR-14 through GR-19

IV. Model B200GT, Super King Air (Normal Category), Approved November 16, 2007
Model B200CGT, Super King Air (Normal Category), Approved November 16, 2007
For Notes, refer to Data Pertinent to All Model 200 Series

Engine: Pratt & Whitney PT6A-52 (turboprop) per Beech Specification BS 267046 (B200GT, B200CGT)

Engine Limits

	Shaft Horsepower	Torque Ft-Lbs.	N1 Gas Generator Speed	Prop Shaft Speed	Max. Permissible Turbine Interstage Temp (Deg C)
Takeoff	850	2230	104%	2000*	820
Max. continuous	850	2230	104%	2000*	820
Max. cruise	850	2230	104%	2000*	820
Starting transient (5 sec.)		2750	104%	2200*	1000
Max. reverse (1 min.)	800		88%	1900	760

*See NOTE 4

Fuel: JP-4, JP-5 (MIL-T-5624); JP-8 (MIL-T-83133); JET A, JET A-1, and JET B conforming to P&WC S.B. 1244 or ASTM SPEC. D1655; and Chinese No.3 Jet Fuel. See NOTE 29 for emergency fuels

Fuel capacity

Tank	Cap. Gal.	Usable Gal.	Arm
Auxiliary LH	79.5	79	+204
Auxiliary RH	79.5	79	+204
Main LH	195	193	+185
Main RH	195	193	+185

Oil (Engine & Gearbox): Pratt & Whitney Service Bulletin No. 13001 lists approved brand oils

Engine Oil Capacity: 20 qt. total (10 qt. per each engine) at +131 (includes 6 qt. usable in each integral engine tank)
See NOTE 1(e) for data on unusable oil.

Oil temperatures:
Minus 40˚C. minimum starting
Minus 40˚C. to 110˚C. low idle
10˚C. to 110˚C. max. continuous
99˚C to 110˚C max (10 minutes)

IV. Model B200GT, Model B200CGT (cont'd)

Propeller and Propeller Limits	Two Hartzell HC-E4N-3G hubs with Hartzell D9390SK-1R blades Diameter: 93 in. (maximum); Minimum Allowable for repairs: 92 in. No further reduction permitted Pitch Settings at: Flight Idle Stop — See NOTE 13(c) Reverse — -11.2° ± 0.5° Feathered — + 85.8° ± 0.5° Continuous operation on the ground is prohibited between 500 and 1,180 RPM. The propeller must be feathered at rotational speeds below 500 propeller shaft RPM.
Airspeed Limits (CAS)	Max. operating speed — 299 m.p.h. (260 knots) up to 15,000 ft. Max. operating Mach No. — 0.52 The above airspeed limits — BY-1 and after; BZ-1 and after and airplanes modified per Hawker Beechcraft Kit 101-9113 Maneuvering speed — 209 m.p.h. (182 knots) Maximum flap extension speed Approach position 14° — 230 m.p.h. (200 knots) 100% position 35° — 178 m.p.h. (155 knots) Landing gear extended — 209 m.p.h. (182 knots) Landing gear operating Extension — 209 m.p.h. (182 knots) Retraction — 188 m.p.h. (164 knots) The above airspeed limits — BY-1 and after; BZ-1 and after and airplanes modified per Hawker Beechcraft Kit 101-9113
C.G. Range (Landing Gear Extended)	(+185.0) to (+196.4) at 12,500 lb. (+181.0) to (+196.4) at 11,279 lb. or less Straight line variation between points given Moment change due to retracting landing gear - 5552 in.-lb. (Standard landing gear) Moment change due to retracting landing gear - 6040 in.-lb. (High-flotation landing gear)
Empty Wt. C.G. Range	None
Maximum Weight	Ramp — 12,590 lb. Takeoff — 12,500 lb. Landing — 12,500 lb. Zero fuel — 11,000 lb. (See NOTE 1)
Minimum Crew	One pilot
No. of Seats and Cabin Loading	Maximum 15 (including crew at +129). See Loading Instructions in Pilot's Operating Handbook (POH) for approved seating and cargo configurations.
Maximum Baggage	550 lb. (+325)
Maximum Operating Altitude	35,000 ft. - Serials BY-1 and after and BZ-1 and after and airplanes modified per Hawker Beechcraft Kit 101-9113 For FAR 91 or 135 Operations: As limited by FAR 91 or 135 (as appropriate)

Control Surface Movements					
Wing flap	Maximum	35°		
Aileron tabs	Up	15°	Down	15°
Aileron	Up	25°	Down	15°
Elevator tabs	Up	3° 30'	Down	13°
Elevator	Up	20°	Down	14°
Rudder tab	Right	15°	Left	15°
Rudder	Right	25°	Left	25°

IV. Model B200GT, Model B200CGT (cont'd)

Serial Nos. Eligible — B200GT: BY-1 and after
B200CGT: BZ-1 and after and
airplanes modified per Hawker Beechcraft Kit 101-9113

V. Model A100-1 (U-21J), Super King Air (Normal Category), Approved May 29, 1974 (See NOTE 11)
For Notes, refer to Data Pertinent to All Model 200 Series

Engine — Two United Aircraft of Canada, Ltd., or Pratt & Whitney PT6A-41 (turboprop) per Beech Specification BS 22096

Fuel — JP-4, JP-5 (MIL-T-5624); JP-8 (MIL-T-83133); JET A, JET A-1, and JET B conforming to P&WC S.B. 1244 or ASTM SPEC. D1655.
See NOTE 6 for emergency fuels

Oil (Engine & Gearbox) — UACL PT6 Engine Service Bulletin No. 3001 lists approved brand oils

Engine Limits

	Shaft Horsepower	Torque Ft-Lbs.	N1 Gas Generator Speed	Prop Shaft Speed	Max. Permissible Turbine Interstage Temp. (Dec. C)
Takeoff (5 min.)	850	2230	101.5%	2000*	750
Max. continuous	850	2230	101.5%	2000*	750
Starting transient (5 sec.)					1000
Max. reverse (1 min.)			88%	1900	750

*See NOTE 4.

At low altitude and low ambient temperature the engines may produce more power at takeoff than that for which the airplane has been certificated. Under these conditions the placarded torquemeter limitations shall not be exceeded.
Oil temperatures: Minus 40˚C. minimum starting
Minus 40˚C. to 99˚C. low idle
10˚C. to 99˚C. max. continuous

Propeller and Propeller Limits — Two Hartzell HC-B3TN-3G or HC-B3TN-3N hubs with Hartzell T10178B-3R or T10178NB-3R blades
Diameter: 98.5 in. (maximum); minimum allowable for repair: 97.5 in.
No further reduction permitted
Pitch settings at
- Flight Idle Stop — See NOTE 5(a)
- Secondary Flight Idle Stop — See NOTE 5(b)
- Reverse — -9˚
- Feathered — +90˚

Airspeed Limits (CAS)
- Max. operating speed — 299 m.p.h. (260 knots) up to 15,000 ft.
- Max. operating Mach No. — 0.52
- Maneuvering airspeed — 209 m.p.h. (182 knots)
- Maximum flap extension speed
  - Approach position 14˚ — 230 mph (200 knots)
  - 100% position 35˚ — 165 mph (144 knots)
- Landing gear extended — 209 mph (182 knots)
- Landing gear operating
  - Extension — 209 mph (182 knots)
  - Retraction — 188 mph (164 knots)

C.G. Range (Landing Gear Extended) — (+185.0) to (+196.4) at 12,500 lb.
(+181.0) to (+196.4) at 11,279 lb. or less
Straight line variation between points given
Moment change due to retracting landing gear -6040 in.-lb.

V. Model A100-1 (cont'd)

Empty Wt. C.G. Range: None

Maximum Weight:

Ramp	12,590 lb.
Takeoff	12,500 lb.
Landing	12,500 lb.
Zero fuel	10,400 lb. (See NOTE 1)

Minimum Crew: One pilot

No. of Seats: Maximum 15 (including crew at +129). See loading instructions in the POH for approved seating and cargo configurations.

Maximum Baggage: 550 lb.

Fuel capacity:

Tank	Cap. Gal.	Usable Gal.	Arm
Auxiliary LH	79.5	79	+204*
Auxiliary RH	79.5	79	+204*
Main LH	195	193	+185
Main RH	195	193	+185

See NOTE 1(a) for data on unusable fuel

Oil Capacity: 31 qt. total at +131 (includes 12 qt usable in two integral engine tanks) See NOTE 1(c) for data on unusable oil.

Maximum Operating Altitude: 31,000 ft.
For FAR 91 or 135 Operations: As limited by FAR 91 (as appropriate)

Control Surface Movements:

Wing flap	Maximum	35˚		
Aileron tabs	Up	15˚	Down	15˚
Aileron	Up	25˚	Down	15˚
Elevator tabs	Up	3˚ 30'	Down	13˚
Elevator	Up	20˚	Down	14˚
Rudder tab	Right	15˚	Left	15˚
Rudder	Right	25˚	Left	25˚

Serial numbers eligible: BB-3, BB-4, and BB-5

VI. Model A200CT (RC-12K, RC-12P, RC-12Q), Super King Air (Restricted Category), Approved March 28, 1989 (See NOTES 11 and 19)

For Notes, refer to Data Pertinent to All Model 200 Series

Engine: Two Pratt & Whitney Canada PT6A-67 (Turboprop) per Beech Specification BS 24099

Fuel: JP-4, JP-5 (MIL-T-5624); JP-8 (MIL-T-83133); JET A, JET A-1, and JET B conforming to Pratt & Whitney Service Bulletin 14004. See NOTE 6 for emergency fuels

Oil (Engine & Gearbox): Pratt & Whitney PT6 Engine Service Bulletin No. 14001 lists approved brand oils

Engine Limits

	Shaft Horsepower	Torque Ft-Lbs.	N1 Gas Generator Speed	Prop Shaft Speed	Max. Permissible Turbine Interstage Temp. (Dec. C)
Takeoff (5 min.) (1)	1100	*100%	104%	1700	840
Max. continuous (1)	1100	*100%	104%	1700	830
Takeoff (5 min.) (2)	1200	**100%	104%	1700	840
Max. continuous (2)	1200	**100%	104%	1700	830
Starting transient (5 sec.)					1000
Max. reverse (1 min.)	900			1650	760

VI. Model A200CT (cont'd)

Engine Limits (cont'd)

*100% torque - 3398 ft./lbs.
**100% torque - 3708 ft./lbs.
(1) FE-1 through FE-9
(2) FE-10 and after
See NOTE 20.

At low altitude and low ambient temperature the engines may produce more power at takeoff than that for which the airplane has been certificated. Under these conditions the placarded torquemeter limitations shall not be exceeded.

Oil temperatures: Minus 40˚C. minimum starting
Minus 40˚C. to 110˚C. low idle
10˚C. to 105˚C. max. continuous

Propeller and Propeller Limits

Two McCauley 4JFR34C758 hubs with McCauley 106LNA-1 blades
Diameter: 105.0 in. (maximum); minimum allowable for repair: 104.0 in.
No further reduction permitted
Pitch settings at

Flight Idle Stop	See NOTE 21
Reverse	-9˚ ± 0.2˚
Feathered	+87˚ ± 0.2˚

Avoid continuous operation on ground below 1000 rpm.

Airspeed Limits (CAS)

Max. operating speed	288 m.p.h. (250 knots) up to 11,500 ft.
Max. operating Mach No.	0.472 11,500 ft. to 35,000 ft. altitude
Maneuvering airspeed	196 mph (170 knots)
Maximum flap extension speed	
Approach position 14°	230 m.p.h. (200 knots)
100% position 35°	178 m.p.h. (155 knots)
Landing gear extended	209 m.p.h. (182 knots)
Landing gear operating	
Extension	209 m.p.h. (182 knots)
Retraction	188 m.p.h. (164 knots)

C.G. Range (Landing Gear Extended)

S/N FE-1 through FE-9
(+187.5) to (+195.1) at 16,000 lbs.
(+177.0) to (+195.1) at 11,800 lbs. or less

S/N FE-10 through FE-24
(+188.0) to (+195.1) at 16,200 lbs.
(+179.0) to (+195.1) at 12,600 lbs. or less

S/N FE-25 and after
(+188.7) to (+195.1) at 16,500 lbs.
(+179.0) to (+195.1) at 12,600 lbs. or less
Straight line variation between points given.
Moment change due to retracting landing gear
(6.50 X 10 main wheels) - 6820 in-lb.

Empty Wt. C.G. Range

None

Maximum Weight

	FE-1 thru FE-9	FE-10 through FE-24 (Military Only)	FE-25 and after
Ramp	16,120 lbs.	16,320 lbs.	16,620 lbs.
Takeoff	16,000 lb.	16,200 lbs.	16,500 lbs.
Landing	15,200 lb.	15,400 lbs.	15,675 lbs.
Zero fuel	12,700 lb.*	13,100 lbs.*	13,100 lbs.*

*See NOTE 1.

VI. Model A200CT (cont'd)

Minimum Crew: One pilot

No. of Seats and Cargo Loading: Two (+129). See loading instructions in the POH for approved seating and cargo configurations.

Maximum Baggage: 410 lb. (+325)

Fuel capacity:

Tank	Cap. Gal.	Usable Gal.	Arm
Auxiliary LH	79.5	79	+204
Auxiliary RH	79.5	79	+204
Main LH	194	192	+185
Main RH	194	192	+185

See NOTE 1(a) for data on unusable fuel

Engine Oil Capacity: 25 qt. total at +121 (includes 12 qt usable in two integral engine tanks)
See NOTE 1(d) for data on unusable oil.

Maximum Operating Altitude: 35,000 ft.

Control Surface Movements:

Wing flap	Maximum	35˚		
Aileron tabs	Up	15˚	Down	15˚
Aileron	Up	25˚	Down	15˚
Elevator tabs	Up	3˚ 30'	Down	15˚
Elevator	Up	20˚	Down	14˚
Rudder tab	Right	15˚	Left	15˚
Rudder	Right	25˚	Left	25˚

Serial Nos. Eligible:
A200CT (RC-12K): FE-1 through FE-9
A200CT (RC-12N): FE-10 through FE-24 (Military Only)
A200CT (RC-12P): FE-25 through FE-31, FE-33 and FE-35
A200CT (RC-12Q): FE-32, FE-34 and FE-36

Data Pertinent to All Model 200 Series

Datum: Located 190.0 in. forward of the wing main (forward) spar centerline.

Leveling Means: Two external screws on left side of fuselage forward of entrance door on Models 200, 200T, B200, B200T, A200, B200GT; aft of the cargo door on Models 200C, A200C, B200C, B200CT, 200CT, A200CT and B200CGT.

Certification Basis (Model 200 Series): FAR Part 23, effective February 1, 1965, as amended by 23-1 through 23-9, Amendment 23-11, FAR Paragraphs 23.175 and associated FARs 23.143(a), 23.145(d), 23.153, 23.161(c)(3), and 23.173(a) as amended by Amendment 23-14; FAR 23.951(c) and FAR 23.997(d) as amended by Amendment 23-15 (A200CT and B200 series, only); FAR 23.1545(a) as amended by Amendment 23-23 and FAR 23.1325(e) as amended by Amendment 23-20 (B200 Series only); FAR 23.1305(n), 23.1529 as amended by Amendment 23-26; FAA Special Conditions 23-47-CE-5 issued October 30, 1972, Amendment 1 dated December 18, 1973, and Amendment 2 dated January 12, 1979; FAR Paragraphs 25.929 and 25.1419 of FAR Part 25 as amended to December 31, 1972, and FAR 25.831(d) through Amendment 25-41 (For all Model 200 and B200 series aircraft approved for 35,000 feet); SFAR 27 through

Amendment 27-4; and FAR Part 36 through Amendment 36-10. For B200 through Serial Number BB-1438 and B200C through Serial Number BL-138 FAR Part 36 through Amendment 36-10. For B200 Serial Numbers BB-1439, BB-1444 and after, B200C Serial Numbers BL-139 and after, A200CT Serial Numbers FE-25 and after, FAR Part 36 through Amendment 36-20. Compliance with ice protection has been demonstrated in accordance with FAR 25.1419 when ice protection equipment is installed in accordance with the airplane equipment list.

Data Pertinent to All Model 200 Series (cont'd)

Certification Basis (cont'd)
(Model 200 Series)

Effective April 20, 1993, Electronic Flight Instrument Systems shall meet the requirements of FAR 23.1322 as amended by Amendment 23-17; 23.1301, 23.1335 as amended by Amendment 23-20; 23.1305 as amended by Amendment 23-34; 23.1309, 23.1311, and 23.1321 as amended through Amendment 23-41 and Special Condition 23-ACE-68.

Effective January 20, 1994, FAR 23.1457 as amended by Amendment 23-35.

In addition, FAR 135, Appendix A, effective December 1, 1978 (B200 High Density Configuration; See NOTE 11)

Equivalent Safety Findings: FAR 23.621 (BB-2 through BB-1042 only); 23.997(d) (All models except A200CT and B200 series); FAR 23.1443 through Amendment 23-9 - 200 (BB-38, BB-39, BB-42, BB-44, BB-54 and after), 200C, 200CT, 200T, plus any earlier Model 200 modified by Beechcraft kits 101-5007 and 101-5008 in compliance with Beech Service Instruction No. 0776-341. Model UC-12F (BU-1 through BU-12). Not applicable to B200 Series.

Application for Type Certificate dated January 11, 1971.
Type Certificate No. A24CE issued December 14, 1973, obtained by manufacturer under delegation option procedures.

Additional requirements for Collins Proline 21 Avionics Installation; Equivalent Level of Safety ACE-02-16 for FAR 23.1305c(2), 23.1305(a)(2)(3), and 23.1549(a)(b)(c), for direct reading digital only displays for oil pressure, oil temperature and fuel flow; FAR 23.1547(e) as amended by Amendment 23-20; FAR 23.603(b) as amended by Amendment 23-23; FAR 23.1309(a), 23.1323(b), 23.1431(b) as amended by Amendment 23-49. Effective at Serial Numbers for the B200, BB-1978, BB-1988 and after and for the B200C, BL-152 and after.

For the Models B200 and B200C:

14 CFR Part 23.1529 as amended by Amendment 23-26. Effective Serial Numbers for the B200, BB-1978, BB-1988 and after and for the B200C, BL-152 and after.

Additional requirements for the Collins IFIS Installation: 23.771(a) as amended by Amendment 23-14; 23.1501 and 23.1541(a)(b) as amended by Amendment 23-21; 23.603, 23.605(a) as amended by Amendment 23-23; 23.1322, 23.1357(c)(d) as amended by Amendment 23-43; 23.305. 23.321, 23.613 as amended by Amendment 23-45; 23.301, 23.337, 23.571, 23.575, 23.607, 23.611 as amended by Amendment 23-48; 23.1309(b)(c)(e), 23.1311(a)(2)(3), 23.1321(e), 23,1351(e), 23.1351(a)(2)(i), 23.1359(c), 23.1365(a)(d)(e), 23.1431(a) as amended by Amendment 23-49; 23.1555(a), 23.1581(a), 23.1583(h), 23.1585(j) as amended by Amendment 23-50; and 23.777(a)(b) as amended by Amendment 23-51. Effective at Serial Numbers for the B200, BB-1978 and BB-1988 and after, and for the B200C, BL-152 and after.

23.1309(c)(d) as amended by Amendment 23-49 (Electrical Only)
Effective at Serial Numbers for the B200, BB-2001 and after, and for the B200C, BL-152 and after.

For the Models B200GT and B200CGT:

Additional requirements for the Models B200GT (S/N BY-1 and after) and B200CGT, (S/N BZ-1 and after): 14 CFR Part 23-1529 as amended by Amendment 23-26; 23.939 as amended by Amendment 23-42; 23.1351(a)(2)(i) as amended by Amendment 23-49. 14 CFR Part 34 through Amendment 34-3; 14 CFR Part 36 through Amendment 36-20.

Data Pertinent to All Model 200 Series (cont'd)

23.1309(c)(d) as amended by Amendment 23-49 (Electrical Only)
Effective at Serial Numbers for the B200GT, BY-32, BY-36 and after and for the B200CGT, BZ-1 and after.

For the Models B200, B200C, B200GT and B200CGT:

Additional requirements for the Rockwell Collins Flight Guidance Computer FGC-3000 installation (Collins ProLine 21 Avionics is required before having the FGC-3000 installed on the airplane): 23.1357(a) as amended by Amendment 23-43; 23.677(a), 23.867(a)(b)(c), 23.1309(b)(c)(d)(e), 23.1329(e) as amended by Amendment 23-49, 23.143(b) as amended by Amendment 23-50, 23.1308(a)(b)(c)(d) as amended by Amendment 23-57, and 23.1581(a) as amended by Amendment 23-50. Effective at Serial Numbers for the B200, BB-2018 and after, and for the B200C, BL-167 and after, and for the B200GT, BL-117 and after, and for the B200CGT, BZ-1 and after.

Additional requirements for the installation of SMR Technologies pneumatic deicer boots: 23.1301 and 23.1438(b) as amended by Amendment 23-20, 23.1501 as amended by Amendment 23-21, 23.603 and 23.605 as amended by Amendment 23-23, 23.613 as amended by Amendment 23-45, 23.1309 as amended by Amendment 23-49, and 23.1581, 23.1583(h), and 23.1585 as amended by Amendment 23-50.

Production Basis

Production Certificate No. 8. A production certificate was issued and the manufacturer is authorized to issue airworthiness certificates under the delegation option authorization provisions of 14 CFR Part 21.

Equipment

The basic required equipment as prescribed in the applicable airworthiness regulations (see Certification Basis) must be installed in the aircraft for certification.

In addition, the following items of equipment are required:

1. Pre-stall warning indicator, P/N 101-380005-7, -9, -11, -17, -19, or -41. (for Models 200, 200T, 200C, A200C, 200CT, B200, B200T, B200CT, and B200C).

2. Pre-stall warning indicator, P/N 101-380005-9,13, -15, -21, -31, or -37 (for Models A200 and A200CT).

3. Maximum allowable airspeed indicator, P/N 101-384030-3, Pilot's and Copilot's sides (for Model 200--BB-2 through BB-198). Maximum allowable airspeed indicator, P/N 101-384074-3, Pilot's and Copilot's sides (for Model 200--BB-199 through BB-733, Models 200C and A200C). Maximum allowable airspeed indicator, P/N 101-384074-7, Pilot's and Copilot's sides (for Model B200--BB-734 through 1636, and B200C--BL-37 through BL-140.) Maximum allowable airspeed indicator, P/N 101-384074-11 or –13, Pilot's and Copilot's sides (for Model B200--BB-1637 through BB-1833, BB-1835 through BB-1842, BL-141 through BL-147). For Model B200 BB-1834, BB-1843 and after, BL-148 and later the airspeed indication is included in the PFD.

4. Maximum allowable airspeed indicator, P/N 100-384083-5, Pilot's and Copilot's sides (for Model A200--BC-1 through BC-61 and BD-1 and up) (C-12A).

5. Maximum allowable airspeed indicator, P/N 101-384101-1, Pilot's and Copilot's sides (for Model 200T, 200CT, B200T, and B200CT).

6. Maximum allowable airspeed indicator, P/N 101-384128-3, Pilot's and Copilot's sides (for Model A200, BC-62 and up, and BC-1 through BC-61 and BD-1 through BD-30 when modified per Beech Service Instructions C-12-0076 (C-12C); Model A200CT (C-12D), BP-1, BP-20 (C-12F).

7. Maximum allowable airspeed indicator, P/N 101-384128-5, Pilot's and Copilot's sides (for Model A100, BC-62 and after; BC-1 thru BC-61; and BD-1 thru BD-30 when modified per Beech Service Instructions C-12-0076 [C-12C]; Model A200CT [C-12D]; BP-21 thru BP-51; and Model A200CT [C-12F], BP-52 thru BP-63).

Data Pertinent to All Model 200 Series (cont'd)

Equipment (cont'd)

8. Maximum allowable airspeed indicator, P/N 117-380000-5, Pilot's and Copilot's sides (for Model A200CT (FWC-12D), BP-7 through BP-11).

9. Maximum allowable airspeed indicator, P/N 117-380000-7, Pilot's and Copilot's sides (for Model A200CT (RC-12D), GR-1 through GR-13).

10. Maximum allowable airspeed indicator, P/N 117-380000-9, Pilot's and Copilot's sides (for Model A200CT (RC-12G), FC-1 and after).

11. Maximum allowable airspeed indicator, P/N 117-380000-11, Pilot's and Copilot's sides (for Model A200CT (RC-12H), GR-14 through GR-19).

12. Maximum allowable airspeed indicator, P/N 117-384074-9, Pilot's and Copilot's sides (B200 High Density Configuration; See NOTE 11).

13. Maximum allowable airspeed indicator, P/N 117-380000-13, Pilot's and Copilot's sides (for Model A200CT (RC-12K), FE-1 through FE-9).

14. Maximum allowable airspeed indicator, P/N 117-380000-15, Pilot's and Copilot's sides (for Model A200CT (RC-12K), FE-10 through FE-24)

15. Maximum allowable airspeed indicator, P/N 117-380000-17, Pilot's and Copilot's sides (for Model A200CT (RC-12P), FE-25 and after).

16. Maximum allowable airspeed indicator, P/N 117-380000-19, Pilot's and Copilot's sides (for Model A200CT (RC-12Q), FE-32, FE-34 and FE-36)

NOTE 1. Current weight and balance data, loading information and a list of equipment included in empty weight must be provided for each airplane at the time of original certification.

(a) Basic empty weight includes unusable fuel of 44 lb. at (+170 in.) with 10.5 lb. being undrainable. (Models 200 and 200T) (Model A200 BC-14 and up, BD-15 and up) (Models 200C, A200C, 200CT, A200CT, B200, B200T, B200C, B200CT).

(b) Basic empty weight includes unusable fuel of 37 lb. at (+163 in.) with 10 lb. being undrainable. (Model A200 BC-1 through BC-13, BD-1 through BD-14).

(c) Basic empty weight includes engine oil of 62 lb. at (+131 in.) with 38 lb. being unusable.

(d) Basic empty weight includes engine oil of 52 lb. at (+121 in.) with 13 lb. being unusable (Model A200CT (RC-12K), Serials FE-1 through FE-24 and (RC-12P), Serials FE-25 and after).

(e) Basic empty weight includes engine oil of 62.2 lb. at (+131 in.) with 38 lb. being unusable (Model B200GT, Serials BY-1 and after and Model B200CGT, Serials BZ-1 and after and airplanes modified per Hawker Beechcraft Kit 101-9113.)

NOTE 2. All placards required in the FAA Approved Airplane Flight Manual (AFM) must be installed in the appropriate location.

NOTE 3. Mandatory retirement times for all structural components are contained in the FAA Approved Airplane Flight Manual Limitation (AFMS) Section (P/N 101-590010-3, Rev. A6, or P/N 101-590010-453 for Models 200, 200C, and A200C), (P/N 101-590010-453 for Models 200T and 200CT), (P/N 92-38287 for Model A200), (P/N 92-38580 for Model A200CT), (P/N 92-30096 for Model A200CT (FWC-12D)), (P/N 92-30108 for Model A200CT (RC-12D)), (P/N 92-30581 for Model A200CT (RC-12G)), (P/N 992-31110 for Model A200CT (RC-12H)), (P/N 990-331320 for Models A200CT (RC-12K), FE-1 thru FE-9), (P/N 990-30440 for Models A200CT (RC-12K, FE-10 thru FE-24)), (P/N 990-30894 for Models A200CT (RC-12P), FE-25 and after except FE-32, FE-34, and FE-36), (P/N 990-32244 for Models A200CT (RC-12Q), FE-32, FE-34, and FE-36) and in the FAA Approved Airworthiness Limitations Manual (ALM), P/N 101-590010-453 for Models B200, B200C, B200CT, B200T, B200GT and B200CGT.

These limitations may not be changed without FAA Engineering approval.
A100-1 (BB-3) 20,000hr fatigue safe life for wing.

Data Pertinent to All Model 200 Series (cont'd)

NOTE 4. The maximum propeller shaft overspeed limit is 110 percent (2200 r.p.m.) of all ratings. A 100 percent propeller shaft speed is defined as 2000 r.p.m. and is the normal steady state operating limit. Gas generator speeds up to 102.6 percent are permissible for 10 seconds and to 101.5 percent for unlimited periods subject to applicable temperature and other limits. A 100 percent gas generator speed is defined as 37,500 r.p.m.

NOTE 5. (a) Flight idle propeller low pitch stop is set so that at 1800 r.p.m. there shall be an indicated 800 ± 60 ft. lb. torque corrected to sea level standard day.
(b) Secondary flight idle stop shall be 210 ±40 propeller r.p.m. higher than flight idle stop with a gas generator speed of 70 percent (for airplanes not complying with SI 0808-247 only).

NOTE 6. Emergency use of MIL-G-5572:
Grades 80/87, 91/98, 100/130, and 115/145 are permitted for a total time period not to exceed 150 hours time between engine overhauls. It is not necessary to purge the unused fuel from the system when switching fuel types.

NOTE 7. Auxiliary fuel system installed in A200 airplanes, Serial BC-14 and after, BD-15 and after and any earlier airplanes modified in compliance with Beechcraft Service Instruction No. C-12-0089.

NOTE 8. These values are 850 for Model A200, Serial BC-62 and after (C-12C), and any earlier airplanes modified in compliance with Beechcraft Service Instruction No. C-12-0076.

NOTE 9. These values are 750 for Model A200, Serial BC-62 and after (C-12C), and any earlier airplanes modified in compliance with Beechcraft Service Instruction No. C-12-0076.

NOTE 10. The following models have been delivered and are eligible for multiple airworthiness certification per FAR 21.187 in Normal and Restricted Category at indicated gross weight and other limitations specified by the applicable AFM or POH for any special purpose that is specified by an FAA Approved Supplement to the applicable AFM or POH.

Model	Purpose	FAR's Inappropriate for Restricted Category Certification	Restricted Category Maximum Gross Wt.*		Pilot's Operating Handbook Supplement
200T	Photographic	23.1, 23.775(e)	14,000 lbs.		101-590037-21
200T	Patrol	23.1	14,000 lbs.		101-590037-27
				Or	101-590037-33
				Or	101-590037-39
200T, B200T	Flight inspection	23.1	14,000 lbs.		101-590037-35
200CT	Flight inspection	23.1	14,000 lbs.		101-590037-37
A200CT	Aerial surveying	23.1, 23.335(c)	14,200 lbs.		101-590091-5
B200T	Patrol	23.1; 23.473(d)	15,000 lbs.		101-590037-47
B200T, B200CT	Patrol	23.1	14,000 lbs.		101-590037-43
200	-	23.775(e)	12,500 lbs.		N/A
B200T	Aerial surveying	23.1, 23.473(d)	15,000 lbs.		101-590037-49
B200C	Aerial surveying	23.1	14,000 lbs.		101-590010-241
B200C	Aerial surveying	23.1	14,000 lbs.		101-590010-261
B200	Flight inspection	23.1	14,000 lbs.		101-590010-257
B200	Aerial surveying	23.1, 23.775	12,500 lbs.		101-590010-317
B200T	Aerial surveying	23.1	14,000 lbs.		101-590037-51
B200T	Patrol	23.1, 23.473(d)	15,000 lbs.		101-590037-73

*See the applicable section of this data sheet for Normal Category gross weight.

Data Pertinent to All Model 200 Series (cont'd)

NOTE 11. The following models, when modified to the applicable Beech Modification Drawing, are eligible for operation as noted below:

Model	Manufactured Config.	Eligible Operation	Beech Mod
200, 200T B200, B200T	Export	Export to the United Kingdom	101-005004
200C, 200CT, B200C, B200CT	Export	Export to the United Kingdom	101-005020
200, 200C, 200T, 200CT, B200, B200C, B200T, B200CT	Export	Export to France Or	101-005006 101-005003

The above models are eligible for return to U.S. certification when those portions of the above listed modifications which do not comply with U.S. requirements have been removed or replaced.

Model	Manufactured Config.	Eligible Operation	Beech Mod
A100-1	Military U-21J	Civil Registration	101-005072
200, 200T, B200, B200T	Up to 9 passenger seats	FAR 135 with 9 or fewer passenger seats 12-1-78	101-005007
B200C, B200CT	Up to 9 passenger seats	FAR 135 with 9 or fewer passenger seats 12-1-78	101-005025
B200	High Density Configuration: Up to 13 passenger seats and external baggage pod	FAR 135 with 10 or more passenger seats	101-000015
A200	Military C-12A/C	Civil Registration in normal category	101-005008
A200C	Military UC-12B	Civil Registration in normal category	101-005016
A200CT	Military C-12D	Civil Registration in normal category	101-005019
A200CT	Gov't. of Israel FWC-12D	Civil Registration in normal category	101-005001
A200CT	Military RC-12D	Civil Registration in normal category	101-005002
A200CT	Military RC-12G	Civil Registration in normal category	101-005003
A200CT	Military RC-12H	Civil Registration in normal category	101-005004
A200CT	Military RC-12K, RC-12P and RC-12Q	Civil Registration in normal category	117-005007 (see NOTE 25)

Data Pertinent to All Model 200 Series (cont'd)
NOTE 11. (cont'd)

A200CT	Military C-12F	Civil Registration in normal category	101-005019
B200C	Military UC-12F	Civil Registration in normal category	101-005016 (See NOTE 25)
B200C	Military C-12F	Civil Registration in normal category	101-005059
B200C	Military C-12F	Civil Registration in normal category or	127-005001 127-005002
B200C	Military UC-12M	Civil Registration in normal category	127-005001 (See NOTE 25)
B200C	Military C-12R	Civil Registration in normal category	127-005002

NOTE 12. The A200CT (FWC-12D) Serials BP-7 through BP-11, (RC-12G) Serials FC-1 and after, and (RC-12H) Serials GR-14 through GR-19, are certified in only the Restricted Category for serial surveying, at 15,000 pounds gross weight, providing the pertinent limitations, as specified by the FAA Approved AFMS 101-590091-3 (FWC-12D) FAA Approved Flight Manual 92-30581 (RC-12G), and FAA Approved AFM 992-31110 (RC-12H) are followed and the aircraft is marked to comply with FAR Part 45. FAR 23.1 and 23.335(c) are inappropriate (FWC-12D); FAR 23.1, 23.335(c), and 23.473(d) are inappropriate (RC-12G); and FAR 23.1, 23.67(a), 23.335(c), and 23.473(d) are inappropriate (RC-12H). B200C (C-12F) Serials BL-99 through BL-104 are certified in only the restricted category for aerial surveying at 14,000 pounds gross weight providing the pertinent limitations, as specified by the FAA Approved AFMS 101-590010-261, are followed and the aircraft is marked to comply with FAR Part 45. FAR 23.1 is inappropriate (C-12F).

NOTE 13.
(a) Flight idle propeller low pitch stop is set so that at 1800 r.p.m. there shall be an indicated 740 $\pm$40 ft. lb. torque corrected to sea level standard day.
(b) Ground idle propeller low pitch stop is set so that at 1800 r.p.m. there shall be an indicated 330 $\pm$40 ft. lb. torque corrected to sea level standard day.
(c) Flight Idle Propeller Low Pitch Stop is set so that at 1,800 RPM there shall be an indicated 522 $\pm$20 ft. lb. torque corrected to sea level standard day.

NOTE 14. These values are 2230 for Model A200, Serial BC-62 and after (C-12C), and any earlier airplanes modified in compliance with Beech Service Instruction No. C-12-0076.

NOTE 15. When airplane Serials BC-1 through BC-61 and BD-1 through BD-30 (C-12A) have been modified per SI C-12-0076 to add PT6A-41 engines, the airplane is redesignated as Model A200 (C-12C).

NOTE 16. These values are 194 cap. gal. and 192 usable gal. for Model A200CT (FWC-12D), A200CT (RC-12D), and A200CT (RC-12G), and A200CT (RC-12H).

NOTE 17. The Model B200, Serials BB-1204 and BB-1205 are certified in the Restricted Category only for aerial surveillance, Serial BB-1206 is certified in the Restricted Category only for flight inspection, at 14,000 pounds gross weight, providing the pertinent limitations, as specified by the POH and FAA Approved AFMS 101-590010-235 are followed and the aircraft is marked to comply with FAR Part 45. FAR 23.1, 23.775(e), 23.177(a)(1), and 23.177(a)(2) are inappropriate. Once certificated in the Restricted Category, the Model B200, Serial BB-1114, and Model B200C, Serial BL-65, cease to be eligible for return to Normal Category. See Summit Aviation AFM Supplement No. 1 dated September 11, 1986, for flight hour definition.

Data Pertinent to All Model 200 Series (cont'd)

NOTE 18. For airplanes placed on the Australian register after December 31, 1987, the maximum occupancy is limited to eleven places unless equipped with a cockpit voice recorder system approved by the Department of Aviation.

NOTE 19. The A200CT (RC-12K), Serials FE-1 thru FE-24, A200CT (RC-12P), Serial FE-25 and after except FE-32, FE-34 and FE-36, and A200CT (RC-12Q), Serials FE-32, FE-34, and FE-36 are certified in only the Restricted Category for aerial surveying, at 16,000 pounds gross weight (16,200 pounds, FE-10 thru FE-24 and 16,500 pounds, FE-25 and after), providing the pertinent limitations, as specified by the FAA Approved Airplane Manual 990-331320 (990-30440, FE-10 thru FE-24, 990-30894, FE-25 and after except FE-32, FE-34 and FE-36, 990-32244, FE-32, FE-34 and FE-36) are followed and the aircraft is marked to comply with FAR 45. FAR 23.1, 23.67(a), 23.201(a), 23.203(b), 23.335(c), 23.473(d) and 23.1507 are inappropriate (RC-12K, RC-12P, RC-12Q).

NOTE 20. The maximum propeller shaft overspeed limit is 110 percent (1870 r.p.m.) of all ratings. One hundred percent propeller shaft speed is defined as 1700 r.p.m. and is the normal steady state operating limit. Gas generator speeds up to 104 percent are for unlimited period subject to applicable temperature and other limits. One hundred percent gas generator speed is defined as 37,500 r.p.m. (Model A200CT (RC-12K), Serials FE-1 thru FE-24, (RC-12P), Serials FE-25 and after except FE-32, FE-34 and FE-36 and (RC-12Q) Serials FE-32, FE-34 and FE-36).

NOTE 21. Flight idle propeller low pitch stop is set so that at 1500 r.p.m. the engine torque is 25 percent for sea level, standard day conditions. Ground idle low pitch stop is set so that at 71 to 73 percent N_1, propeller r.p.m. is not less than 1000 r.p.m. (Model A200CT (RC-12K), Serials FE-1 thru FE-24, (RC-12P), Serial FE-25 and after except FE-32, FE-34 and FE-36, and (RC-12Q) Serials FE-32, FE-34 and FE-36).

NOTE 22. The Model B200T, Serial BB-1314, is certified in the Restricted Category only for aerial surveillance, at 14,000 pounds gross weight, providing the pertinent limitations, as specified by POH and FAA Approved AFMS 101-590037-85 are followed and the aircraft is marked to comply with FAR Part 45. FAR 23.1, 23.335(c), 23.1507 and 27.473(d) are inappropriate.

NOTE 23. Company name change effective 4/15/96. The following serial numbers are manufactured under the name of Raytheon Aircraft Company: B200: BB-1532 through BB-1977. B200CT: BN-5 through BN-9. B200C: BL-141 through BL-151. B200T: BT-39 through BN-46.

NOTE 24. The following serial numbers were delivered to the Government of Israel and are not eligible for FAA certification or civil registration:

- B200 serials BB-1385, BB-1386, BB-1387, BB-1388
- B200Tserials BT-39, BT-40, BT-41, BT-42, BT-43, BT-44, BT-45, and BT-46
- B200CT serials BN-5, BN-6, BN-7, BN-8 and BN-9.

NOTE 25. The following serials are not eligible for FAA certification for civil registration:
(A200CT) FE-10 through FE-24 (RC-12K with military designation RC-12N)
(B200C) BV-11 and BV-12 (UC-12M with military designation RC-12M)
(B200C) BU-11 and BU-12 (UC-12F with military designation RC-12F)
(B200CT) (FWC-II) Designation for FG-1 and FG-2 (no FAA designation)

NOTE 26. RVSM capability is per either STC ST01456SE or SA01790SE for Models 200 and 200C. RVSM capability is per (one of the following) STCs ST01070SE, ST01278SE, ST01456SE, SA01790SE or SA01798SE for Models B200 and B200C. RVSM capability is per STC SA01798SE for Models B200GT and B200CGT. These STCs approves the noted aircraft to 14 CFR Part 91, Appendix G. Refer to the airplane maintenance logbook for specific RVSM STC incorporated at build. Authorization for RVSM operations must be obtained by the operator from the local FAA Flight Standards District Office (FSDO).

RVSM requirements have been incorporated into the type design of production aircraft at BY-175 and after, BZ-1 and after, BB-2019 and after, and BL-171 and after. These aircraft are RVSM compliant to 14 CFR 91, Appendix G at initial airworthiness issuance. Instructions for Continued Airworthiness (ICA) for the production airplanes are now incorporated into the applicable airplane maintenance manual. Authorization for RVSM operations must be obtained by the operator from the local FAA FSDO. For RVSM aspects only, the Model B200 series Pitot-Static system meets the requirements of 14 CFR Part 23.1301(a) [Amdt. 23-20].

Data Pertinent to All Model 200 Series (cont'd)

NOTE 27. The Model B200 Serials BB-1733 and BB-1744 are certified in the Restricted Category only for aerial surveillance, at 14,000 pounds gross weight, providing the pertinent limitations, as specified by POH and FAA Approved AFMS 101-590010-413 are followed and the aircraft is marked to comply with FAR Part 45. FAR 23.1, 23.775(e), 23.177(a)(1), and 23.177(a)(2) are inappropriate.

NOTE 28. Company name change effective 3-26-07. The following serial numbers are manufactured under the name of Hawker Beechcraft Corporation: BB-1976 through BB-2018 (HBC, 200 series).

NOTE 29. Emergency Engine Fuels for the Models B200GT and B200CGT and airplanes modified per Hawker Beechcraft Kit 101-9113. (See Limitations Section of the POH/AFM for Limitations)
80 Red (Formerly 80/87)
100LL Blue
100 Green

NOTE 30. Company name change effective 4/12/13. The following serials numbers are manufactured under the name of Beechcraft Corporation: B200: BB-2019 and after; B200C: BL-171 and after; B200CGT: BZ-1 and after; B200GT: BY-173 and after.

VII. Model 1900, Airliner, 21 PCLM (Normal Category), Approved November 22, 1983
Model 1900C, Model 1900C (C-12J), Airliner, 21 PCLM (Normal Category), Approved November 22, 1983

For Notes, refer to Data Pertinent to Models 1900 and 1900C

Engine: Two Pratt & Whitney of Canada, Ltd. PT6A-65B (turboprop) per Beech Specification BS 23287

Fuel: JP-4, JP-5 (MIL-T-5624); JP-8 (MIL-T-83133); JET A, JET A-1, and JET B conforming to P&WC S.B. 13044 or ASTM SPEC. D1655.
See NOTE 6 for emergency fuels

Oil (Engine & Gearbox): P&WC PT6 Engine Service Bulletin No. 13001 lists approved brand oils.

Engine Limits

	Shaft Horsepower	Torque Ft-Lbs.	N1 Gas Generator Speed	Prop Shaft Speed	Max. Permissible Turbine Interstage Temp. (Dec. C)
Takeoff (5 min.)	1100	3400	104%	1700*	820
Max. continuous	1100	3400	104%	1700*	810
Starting transient (5 sec.)					1000
Max. reverse (1 min.)	900			1650*	760

*See NOTE 4

Engine Limits (cont'd)

At low altitude and low ambient temperature the engines may produce more power at takeoff than that for which the airplane has been certificated. Under these conditions the placarded torquemeter limitations shall not be exceeded. The POH provides minimum torque settings for T.O. It must be possible to achieve these settings without exceeding ITT or N_1 limits.

Oil temperatures: Minus 40˚C. minimum starting
Minus 40˚C. to 110˚C. low idle
0˚C. to 110˚C. max. continuous

Propeller and Propeller Limits: Two Hartzell HC-B4MP-3A with Hartzell M10877K blades
Diameter: 109.5 in. per Beech Specification BS 23424.
No further reduction permitted
Pitch settings at

Flight idle stop	See NOTE 5
Reverse	-14˚ ± 0.5˚
Feathered	+80˚ ± 0.5˚

VII. Model 1900, 1900C and 1900C (C-12J) (cont'd)

Airspeed Limits (IAS)

Max. operating speed	285 m.p.h. (247 knots) up to 12,600 ft.
Max. operating Mach No.	0.48
Maneuvering speed	217 m.p.h. (188 knots)
Maximum flap extension speed	
Takeoff 10˚	228 m.p.h. (198 knots)
Approach position 20˚	194 m.p.h. (168 knots)
100% position 35˚	176 m.p.h. (153 knots)
Landing gear extended	207 m.p.h. (180 knots)
Landing gear operating	
Extension	207 m.p.h. (180 knots)
Retraction	207 m.p.h. (180 knots)

C.G. Range (Landing Gear Extended)

(+282.2) to (+299.9) at 16,600 lb.
(+274.5) to (+299.9) at 11,600 lb. or less
Straight line variation between points given
Moment change due to retracting landing gear - 8271 in.-lb.

with Kit 114-0002-1 or -3 installed (See NOTE 12)
(+283.7) to (+297.3) at 17,600 lb.
(+282.2) to (+297.3) at 16,601 lb.
(+282.2) to (+299.9) at 16,600 lb.
(+274.5) to (+299.9) at 11,600 lb. or less
Straight line variation between points given
Moment change due to retracting landing gear - 8271 in.-lb.

Empty Wt. C.G. Range

None

Maximum Weight

		with Raytheon Kit 114-0002-1 or -3 installed (See NOTE 12)
Ramp	16,710 lb.	17,710 lb.
Takeoff	16,600 lb.	17,600 lb.
Landing	16,100 lb.	16,720 lb.
Zero fuel	14,000 lb. (See NOTE 1)	-
Zero fuel	15,000 lb. (1900C with Beech Kit 114-5044 or 114-5045) (See NOTE 1)	15,000 lb. (1900C with Beech Kit 114-5044 or 114-5045) (See NOTE 1)

Minimum Crew

One pilot

No. of Seats and Cabin Loading

Maximum 21 (including crew at +129). See loading instructions in Pilot's Operating Handbook for approved seating and cargo configurations.

Maximum Baggage

See NOTE 7 for data on maximum baggage.

Fuel Capacity

UA-1 and Up, UB-1 and Up

Tank	Cap. Gal.	Usable Gal.	Arm
Main LH	215	212.5	298
Main RH	215	212.5	298

UC-1 and Up, UD-1 and Up

Tank	Cap. Gal.	Usable Gal.	Arm
Auxiliary LH	93.3	92.3	304
Auxiliary RH	93.3	92.3	304
Main LH	244.7	241.2	296
Main RH	244.7	241.2	296

See NOTE 1(a) for data on unusable fuel.

Oil Capacity

29 qt. total (includes 12 qt usable in two integral engine tanks)
See NOTE 1(b) for data on unusable oil.

VII. Model 1900, 1900C and 1900C (C-12J) (cont'd)

Maximum Operating Altitude	25,000 ft.				
Control Surface Movements	Wing flap	Maximum	35˚		
	Aileron tabs	Up	15˚	Down	15˚
	Aileron	Up	24˚	Down	16˚ (UA-1 & up, UB-1 & up)
		Up	24˚	Down	17˚ (UC-1 & up, UD-1 & up)
	Elevator tabs	Up	5˚	Down	15˚
	Elevator	Up	20˚	Down	14˚
	Rudder tab	Right	15˚	Left	15˚
	Rudder	Right	25˚	Left	25˚
Serial Nos. Eligible	(1900)			UA-3 only	
	(1900C Bladder Tank Fuel System)			UB-1 through UB-74	
	(1900C Wet Wing Fuel System)			UC-1 through UC-174	
	(1900C C-12J)			UD-1 through UD-6	

Data Pertinent to Models 1900, 1900C and 1900C (C-12J)

Datum — Located 290.5 in. forward of the wing main (forward) spar centerline.

Leveling Means — Two external screws on left side of fuselage aft of entrance door.

Certification Basis (Model 1900 Series) — Special Federal Aviation Regulation (SFAR) 41C, effective September 13, 1982, See NOTE 8; Part 23 of the Federal Aviation Regulations (FARs), effective February 1, 1965, through Amendment 23-9; Amendment 23-11; Amendment 23-14, Paragraphs 23.143(a), 23.145(d), 23.153, 23.161(c)(3), 23.173(a), 23.175, 23.427, 23.441, and 23.445; Amendment 23-15, Paragraphs 23.951(c) and FAR 23.997(d); Amendment 23-23, Paragraph 23.1545(a); Amendment 23-26, Paragraphs 23.967 and 23.1305(n); Special Conditions No. 23-47-CE-5 including Amendments Nos. 1, 2, 3 dated November 15, 1982, and 4 dated October 17, 1986; Part 25 of the FAR, Paragraph 25.929 effective February 1, 1965; Amendment 25-23, Paragraph 25.1419; Amendment 25-41, Paragraph 25.831(d); Part 36 of the FARs, through Amendment 36-10; and SFAR 27 through Amendment 27-4. Compliance with ice protection has been demonstrated in accordance with FAR 25.1419 when ice protection equipment is installed in accordance with the Equipment List.

For aircraft modified by Kit 114-0002-1, or – 3, the following FARs, Part 23 (Amendment 23-34), are added to the certification basis of the 1900C at the 17,600 pound weight: 23.25(a), 23.25(b), 23.29(a), 23.29(b), 23.45(a), 23.45(b), 23.45(f), 23.49(a), 23.49(c), 23.49(d), 23.49(e), 23.51(d), 23.53(c), 23.55, 23.57, 23.59, 23.61, 23.65(a), 23.65(c), 23.65(d), 23.67(e), 23.75(a), 23.75(e), 23.75(f), 23.75(g), 23.77, 23.143, 23.145(b)(1), 23.145(e)(2), 23.147(a), 23.149(c)(2), 23.149(c)(3), 23.149(c)(4), 23.149(c)(5), 23.153, 12.155, 23.157, 23.161(b)(2), 23.161(c)(3)(ii), 23.171, 23.173(b)(2), 23.175(b)(2), 23.175(c)(3), 23.177(a), 23.181(b), 23.201(a), 23.201(f), 23.203(a), 23.203(b)(4), 23.203(c)(1), 23.203(c)(2), 23.205, 23.207, 23.231(a), 23.233, 23.235, 23.301(a), 23.301(b), 23.301(c), 23.303(c), 23.303(d), 23.303(e), 23.305, 23.307, 23.321, 23.331, 23.333, 23.335, 23.337, 23.341, 23.345, 23.347, 23.349(c), 23.349(d), 23.349(e), 23.351, 23.361(a), 23.361(c), 23.363, 23.365(a), 23.365(b), 23.365(d), 23.367, 23.371(b), 23.373(a), 23.391, 23.395(a), 23.395(c), 23.397, 23.399(a), 23.405, 23.407, 23.409, 23.415, 23.421, 23.423, 23.425, 23.427, 23.441, 23.443, 23.455, 23.457, 23.471, 23.473(a), 23.473(b), 23.473(c), 23.473(d), 23.473(e), 23.477, 23.479(a)(2), 23.479(c), 23.479(d), 23.481, 23.483, 23.485, 23.493, 23.499, 23.507, 23.509, 23.511, 23.561, 23.571, 23.572(b), 23.601, 23.603(a), 23.613, 23.615, 23.619, 23.621, 23.623, 23.625, 23.627, 23.629(a), 23.629(b), 23.629(c), 23.641, 23.651(a), 23.657, 23.659, 23.671(a), 23.675(c), 23.681, 23.683(a), 23.683(b), 23.693, 23.701(b), 23.721, 23.723, 23.729(a), 23.731, 23.733, 23.735, 23.775, 23.785(a), 23.785(b), 23.785(c), 23.785(f), 23.785(j), 23.785(l), 23.787(a), 23.787(b), 23.787(c), 23.787(g), 23.843(a), 23.903(b), 23.963(a), 23.965(a), 23.967(e), 23.1193, 23.1413, 23.1519, 23.1527(b), 23.1529, 23.1581, 23.1583(c)(3), 23.1583(c)(4), 23.1587(a)(1), 23.1587(a)(3), 23.1587(a)(4), 23.1587(a)(6), 23.1587(a)(7), 23.1587(a)(8), 23.1587(d) - Part 36 through Amendment 36-20.

Data Pertinent to Models 1900, 1900C and 1900C (C-12J) (cont'd)

Production Basis

Production Certificate No. 8. A production certificate was issued and the manufacturer is authorized to issue airworthiness certificates under the delegation option authorization provisions of 14 CFR Part 21.

Equipment

The basic required equipment as prescribed in the applicable airworthiness regulations (see Certification Basis) must be installed in the aircraft for certification.

In addition, the following items of equipment are required:

1. Pre-stall warning system to include: stall warning lift computer, P/N 114-380051-3 and stall warning lift transducer, P/N 114-380051-1.

2. Maximum allowable airspeed indicator, 114-380012-3, Pilot's and Copilot's sides. MCOF95055-1 with Kit 114-0002-1, Pilot's and Copilot's sides.

3. a. POH Part Number 114-590021-3 or other FAA approved AFM as allowed by 14 CFR Part 121.141 (Domestic)
or 114-590021-51 (for International Civil Aviation Organization (ICAO) Operation). Serials UA-1 through UA-3, UB-1 through UB-74.

   b. POH Part Number 114-590021-57 or other FAA approved AFM as allowed by 14 CFR Part 121.141 (Domestic) or 114-590021-81 (for ICAO Operation). If modified by Kit 114-0002-1, POH Part Number 114-590021-57 (Domestic) and 114-590021-161 AFMS or other FAA approved AFM as allowed by 14 CFR Part 121.141. If modified by Kit 114-0002-3, POH Part Number 114-590021-81 (for ICAO Operation) and 114-590021-175 AFMS. Serials UC-1 through UC-174.

   c. FAA Approved AFM Part Number 990-31475, UD-1 through UD-6.

NOTE 1. Current weight and balance data, loading information and a list of equipment included in empty weight must be provided for each airplane at the time of original certification.

(a) Basic empty weight includes unusable fuel of 40.6 lb. at (+298.6 in.) with 8.6 lb. being undrainable. (UA-1 and up, UB-1 and up)
Basic empty weight includes unusable fuel of 73.2 lb. at (+299.5 in.) with 16.4 lb. being undrainable. (UC-1 and up, UD-1 and up)

(b) Basic empty weight includes engine oil of 57.5 lb. at (+249.3 in.) with 33.7 lb. being unusable.

NOTE 2. All placards required in the approved AFM must be installed in the appropriate location.

NOTE 3. Structural components with life limits are contained in the Model 1900 Airliner Series ALM P/N 129-590000-133. These limitations may not be changed without FAA Engineering approval.

NOTE 4. The maximum propeller shaft overspeed limit is 110 percent (1870 r.p.m.) of all ratings. One hundred percent propeller shaft speed is defined as 1700 r.p.m. and is the normal steady state operating limit. Gas generator speeds up to 104 percent are for unlimited periods subject to applicable temperature and other limits. One hundred percent gas generator speed is defined as 37,500 r.p.m.

NOTE 5. Flight idle prop low pitch stop is set at 1500 r.p.m. The torque is a variable function of altitude and O.A.T. Sea level, standard day torque is 1500 ft-lbs. at 1500 r.p.m.

Data Pertinent to Models 1900, 1900C and 1900C (C-12J) (cont'd)

NOTE 6. Emergency use of MIL-G-5572:
Grades 80 Red, 91/96, 100 Green, 115/145 and 100 LL Blue are permitted for a total time period not to exceed 150 hours time between engine overhauls. It is not necessary to purge the unused fuel from the system when switching fuel types.

NOTE 7. See Model 1900/1900C POH/AFM (P/N 114-590021-3; 114-590021-81; 990-31475; or 114-590021-57) For the Loading Data Cargo Configuration. Any exceptions to the procedures found in the POH/AFM will require approval by a local FAA Office.

Maximum Baggage - Model 1900
150 lbs. at F.S. 65.5 (Distributed over F.S. 43.0 to 84.0)
250 lbs. at F.S. 163.6 (Distributed over F.S. 150.6 to 175.6)
293 lbs. at F.S. 190.6 (Distributed over F.S. 175.6 to 205.6)
250 lbs. at F.S. 499.5 (Distributed over F.S. 483.5 to 513.5)
565 lbs. at F.S. 533.0 (Distributed over F.S. 513.5 to 557.5)

Maximum Baggage - Model 1900C
150 lbs. at F.S. 65.5 (Distributed over F.S. 43.0 to 84.0)
250 lbs. at F.S. 163.6 (Distributed over F.S. 150.6 to 175.6)
880 lbs. at F.S. 483.5 (Distributed over F.S. 453.5 to 513.5)
630 lbs. at F.S. 533.0 (Distributed over F.S. 513.5 to 557.5)

NOTE 8. Model 1900/1900C airplanes with serial numbers identified are eligible for export to the countries noted below and meet the airworthiness requirements of ICAO Annex 8 at the maximum takeoff weights noted when modified by the indicated Beech drawings or kits:

Country	Maximum Takeoff Weight-Lbs.	Serial Eligibility	Beech Drawing or Kit
a) Germany	16,600	UB-1 & Up	114-4020 or 118-005007
	16,600	UA-1 & Up; UC-1 & Up	118-005007
b) Zambia	16,600	UC-1 & Up	118-005006
c) Canada	16,600	UA-1 & Up; UB-1 & Up UC-1 & Up	118-005008
d) France	16,600	UC-1 & Up	118-005009

When a model 1900/1900C series airplane is not modified with a drawing or kit referenced above, or by Raytheon Aircraft modification drawing 118-005003, the airplane does not meet ICAO requirements for weights in excess of 5,700 kg and shall have the following statement entered on the airworthiness certificate: "This airplane at weights in excess of 5,700 kg does not meet the airworthiness requirements of ICAO, prescribed by Annex 8 of the Convention of International Civil Aviation."

When the above referenced modifications have been completed to meet ICAO requirements, the airworthiness certificate should be re-issued removing the above referenced statement. Likewise, when the above modifications have been removed from the airplane, the standard airworthiness certificate shall be reissued including the above referenced statement.

NOTE 9. SFAR 41C, Paragraph 1, includes Instrument Arrangement and Visibility requirements of Appendix A of Part 135 of the Federal Aviation Regulations. These requirements apply to both Pilot and Copilot stations. No deletions or relocation of required instruments is authorized at either pilot station. (Refer to POH Limitations for a listing of required Navigation Instruments.) Replacement of instruments with approved substitutes is authorized.

NOTE 10. Model 1900C, Serial Numbers UC-18 and UC-21, is certified in the restricted category only for the purpose of maritime patrol, at 17,600 pounds gross weight, provided the pertinent limitations, as specified by POH and FAA Approved AFMS, P/N 114-590021-103, are followed and the aircraft is marked to comply with FAR Part 45. FAR 23.1 and FAR 23.473(d) are inappropriate.

Data Pertinent to Models 1900, 1900C and 1900C (C-12J) (cont'd)

NOTE 11. Model 1900C, Serial Numbers UC-51 and UC-52, are certified in the restricted category only for the purpose of aerial surveying, at 17,600 pounds gross weight, provided the pertinent limitations, as specified by POH and FAA Approved AFMS, P/N 114-590021-133, are followed, maximum allowable airspeed indicator 114-380012-7 is installed on pilot's and copilot's sides, and the aircraft is marked to comply with FAR Part 45. FAR 23.1 and FAR 23.473(d) are inappropriate.

NOTE 12. Model 1900C, Serial Numbers UC-1 through UC-174, are certified in the normal category at 17,600 pounds maximum takeoff weight provided the pertinent limitations, as specified by POH and FAA Approved AFMS, P/N 114-590021-161, are followed and Kit 114-0002-1 is installed, or provided the pertinent limitations, as specified by POH and FAA Approved AFMS, P/N 114-590021-175, are followed and Kit 114-0002-3 is installed.

VIII. Model 300, Super King Air (Normal Category), Approved January 24, 1984
Model 300LW, Super King Air (Normal Category), Approved September 30, 1988 (See NOTES 12 and 14)
For Notes, refer to Data Pertinent to Model 300 and 300LW

Engine: Two Pratt & Whitney of Canada, Ltd. PT6A-60A (turboprop) per Beech Specification BS 23433B.

Fuel: JP-4, JP-5 (MIL-T-5624); JP-8 (MIL-T-83133); JET A, JET A-1, and JET B conforming to P&WC S.B. 13044 or ASTM SPEC. D1655. See NOTE 6 for emergency fuels.

Oil (Engine & Gearbox): P&WC PT6 Engine Service Bulletin No. 13001 lists approved brand oils.

Engine Limits

	Shaft Horsepower	Torque Ft-Lbs.	N1 Gas Generator Speed	Prop Shaft Speed	Max. Permissible Turbine Interstage Temp. (Dec. C)
Takeoff (5 min.)	1050	*100%	104%	1700	820
Max. continuous	1050	**100%	104%	1700	820
Starting transient (5 sec.)					1000
Max. reverse (1 min.)	900			1650	760

*100% torque - 3,200 ftl/lbs.
**See NOTE 4

At low altitude and low ambient temperature the engines may produce more power at takeoff than that for which the airplane has been certificated. Under these conditions the placarded torquemeter limitations shall not be exceeded. The POH provides minimum torque settings for takeoff. It must be possible to achieve these settings without exceeding ITT or N_1 limits.

Oil temperatures: Minus 40˚C. minimum starting
Minus 40˚C. to 110˚C. low idle
0˚C. to 110˚C. max. continuous

Propeller and Propeller Limits: Two Hartzell HC-B4MP-3B with Hartzell M10476K, M10476NK or M10476NSK blades
Diameter: 105.0 in. (maximum); Minimum allowable for repair: 104 in.
No further reduction permitted
Pitch settings at
Flight idle stop See NOTE 5
Reverse -14˚ ± 0.2˚
Feathered +79.5˚ ± 0.3˚
Avoid continuous operation on ground below 1050 rpm

VIII. Model 300, Model 300LW (cont'd)

Airspeed Limits (CAS)

Max. operating speed	298 m.p.h. (259 knots) up to 20,200 ft.
Max. operating Mach No.	0.58
Maneuvering speed	208 m.p.h. (181 knots)
Maximum flap extension speed	
Approach position 14˚	230 m.p.h. (200 knots)
100% position 35˚	181 m.p.h. (157 knots)
Landing gear extended	208 m.p.h. (181 knots)
Landing gear operating	
Extension	208 m.p.h. (181 knots)
Retraction	188 m.p.h. (163 knots)

C.G. Range (Landing Gear Extended)

(+178.75) to (+192.1) at 12,500 lb. (Model 300LW)
(+182.5) to (+192.1) at 14,000 lb. (Model 300)
(+177.0) to (+192.1) at 11,800 lbs.
Straight line variation between points given
Moment change due to retracting landing gear - 5815 in.-lb.

Empty Wt. C.G. Range

None

Maximum Weight

	Model 300	Model 300LW
Ramp	14,100 lb.	12,600 lb.
Takeoff	14,000 lb.	12,500 lb.
Landing	14,000 lb.	12,500 lb.
Zero fuel	11,500 lb.*	11,500 lb. *
Max. basic empty weight	N/A	8,819 lbs.

*See NOTE 1

Minimum Crew

One pilot
Two pilots (FF serials only; See Note 10.)

No. of Seats and Cabin Loading

Maximum 15 (including crew at +129). (See NOTES 8 and 13 for Model 300LW.)
See loading instructions in POH for approved seating and cargo configurations.

Maximum Baggage

550 lbs. (+325)

Fuel Capacity

Tank	Cap. Gal.	Usable Gal.	Arm
Main LH	193.0	190.0	185.1
Main RH	193.0	190.0	185.1
Auxiliary LH	80.0	79.5	204.7
Auxiliary RH	80.0	79.5	204.7

See NOTE 1(a) for data on unusable fuel.

Oil Capacity

28 qt. total (includes 12 qt usable in two integral engine tanks)
See NOTE 1(b) for data on unusable oil.

Maximum Operating Altitude

35,000 ft.

Control Surface Movements

Wing flap	Maximum	35˚			
Aileron tabs	Up	15˚	Down	15˚
Aileron	Up	25˚	Down	15˚
Elevator tabs	Up	3˚ 30'	Down	15˚
Elevator	Up	20˚	Down	14˚
Rudder tab	Right	15˚	Left	15˚
Rudder	Right	25˚	Left	25˚

VIII. Model 300, Model 300LW (cont'd)

Serial Nos. Eligible	(300)	FA-1 through FA-125, FA-127, FA-128, FA-130 through FA-230
	(300)	FF-1 through FF-19
	(300LW)	FA-1 and after
	(FA-126 and FA-129 converted to FF-1 and FF-2 respectively)	

Data Pertinent to Model 300 and 300LW

Datum	Located 190.0 in. forward of the wing main (forward) spar centerline.
Leveling Means	Two external screws on left side of fuselage forward of entrance door.
Certification Basis (Model 300, 300LW)	SFAR 41C, effective September 13, 1982, see NOTE 7 or 11 (300 only); Part 23 of the FARs, effective February 1, 1965, through Amendment 23-9; Amendment 23-11; Amendment 23-14, Paragraphs 23.143(a), 23.145(d), 23.153, 23.161(c)(3), 23.173(a), 23.175, 23.427, 23.441, and 23.445; Amendment 23-15, Paragraphs 23.951(c) and FAR 23.997(d); Amendment 23-23, Paragraph 23.1545(a); Amendment 23-26, Paragraphs 23.967, 23.1305(n) and 23.1529; Special Conditions No. 23-47-CE-5, including Amendments Nos. 1, 2, 3 dated November 15, 1982, and 4 dated October 17, 1986; Part 25 of the FAR, Paragraph 25.929, effective February 1, 1965, Amendment 25-23, Paragraph 25.1419; Amendment 25-41, Paragraph 25.831(d); Part 36 of the FARs, through Amendment 36-10, and SFAR 27, through Amendment 27-4. Compliance with ice protection has been demonstrated in accordance with FAR 25.1419 when ice protection equipment is installed in accordance with the Equipment List.
Production Basis	Production Certificate No. 8. A production certificate was issued and the manufacturer is authorized to issue airworthiness certificates under the delegation option authorization provisions of 14 CFR\Part 21.
Equipment	The basic required equipment as prescribed in the applicable airworthiness regulations (see Certification Basis) must be installed in the aircraft for certification.

In addition, the following items of equipment are required:

1. Pre-stall warning system to include: stall warning lift computer, P/N 101-380005-23 and stall warning lift transducer, P/N 101-380005-9.

2. Maximum allowable airspeed indicator
   - (a) 101-380068-5 Pilot's and Copilot's sides (Model 300)

   or (b) 101-380068-9 Pilot's and Copilot's sides (Model 300LW)

   or (c) 101-380068-7 Pilot's and Copilot's sides (Model 300-ICAO Operation - Ref. NOTE 7)

3. POH P/N 101-590097-3 (Model 300 only)
   - (a) Refer to Limitations Section for Special Equipment Requirements for Minimum Crew of One Pilot.

or 4. POH P/N 101-590097-59 for Model 300 only for ICAO Operation.
   - (a) Refer to Limitations Section for Special Equipment Requirements for Minimum Crew of One Pilot.

or 5. POH P/N 101-590097-107 (Model 300LW only)
   - (a) Refer to Limitations Section for Special Equipment Requirement for minimum crew of one pilot.

Data Pertinent to Model 300 and 300LW (cont'd)

NOTE 1. Current weight and balance data, loading information and a list of equipment included in empty weight must be provided for each airplane at the time of original certification.

(a) Basic empty weight includes unusable fuel of 52 lb. at (+168 in.) with 10 lb. being undrainable.
(b) Basic empty weight includes engine oil of 57 lb. at (+118 in.) with 33.7 lbs. being unusable.

NOTE 2. All placards required in the Approved AFM must be installed in the appropriate location.

NOTE 3. Mandatory retirement times for all structural components are contained in the FAA Approved ALM P/N 101-590097-161 for Model 300 and 300LW (FA-2 and after).
These Limitations may not be changed without FAA Engineering approval.

NOTE 4. The maximum propeller shaft overspeed limit is 110 percent (1870 r.p.m.) of all ratings. One hundred percent propeller shaft speed is defined as 1700 r.p.m. and is the normal steady state operating limit. Gas generator speeds up to 104 percent are for unlimited periods subject to applicable temperature and other limits. One hundred percent gas generator speed is defined as 37,500 r.p.m.

NOTE 5. Flight idle propeller low pitch stop is set so that at 1500 r.p.m. the engine torque is 42 percent for sea level, standard day conditions. Ground idle low pitch stop is set so that at 62 to 64 percent N_1 prop r.p.m. is not less than 1050 r.p.m.

NOTE 6. Emergency use of aviation gasoline:
Use of Grades 80, 100, or 100LL aviation gasoline per ASTM D910, or Grades 80/87, 91/96, 100/130, or 115/145 aviation gasoline per MIL-G-5572 is permitted for a total time period not to exceed 150 hours time between engine overhauls. It is not necessary to purge the unused fuel from the system when switching fuel types.

NOTE 7. The Model 300 (FA-2 and after) is eligible for export to the countries noted below and meets the Airworthiness requirements of ICAO Annex 8 at the maximum takeoff weights noted when modified to the following Beech drawings:

Country	Maximum Takeoff Weight-Lbs.	Beech Drawing or Kit
a) United Kingdom	14,000	101-005064-1
b) United Kingdom	12,500	101-005064-3
c) Canada	14,000	101-005080-1
d) Germany	14,000	101-005079-1
e) Italy	12,500	101-5093-3
f) South Africa	14,000	101-005067-1
g) Brazil	14,000	101-5114-1
h) Australia	12,500	101-5093-9
i) Germany	12,500	101-005079-3

When a model 300 (FA-2 and after) airplane is not modified with a drawing or kit referenced above, or by Raytheon Aircraft kit drawing 101-5084, the airplane does not meet ICAO requirements for weights in excess of 5,700 kg and shall have the following statement entered on the airworthiness certificate: "This airplane at weights in excess of 5,700 kg does not meet the airworthiness requirements of ICAO, as prescribed by Annex 8 of the Convention of International Civil Aviation."

When the above referenced modifications have been completed to meet the ICAO requirements, the airworthiness certificate should be re-issued removing the above referenced statement. Likewise, when the above modifications have been removed from the airplane, the standard airworthiness certificate shall be reissued including the above referenced statement.

Data Pertinent to Model 300 and 300LW (cont'd)

NOTE 8. The Model 300 and 300LW meet FAR 135 criteria in effect September 26, 1978, when configured at the factory in accordance with Beech Drawing 101-000011 (FA serials) or 101-000014 (FF serials). Maximum seating capacity for Model 300LW for FAR 135 operation is nine (excluding crew).

NOTE 9. SFAR 41C, Paragraph 1, includes Instrument Arrangement and Visibility requirements of Appendix A of Part 135 of the Federal Aviation Regulations. These requirements apply to both Pilot and Copilot stations. No deletion or relocation of required instruments is authorized at either pilot station. (Refer to POH Limitations for a listing of required Navigation Instruments.) Replacement of instruments with approved substitutes is authorized.

NOTE 10. Two pilot requirement established by pedestal equipment location. FF serials are defined by Drawing 101-000014, plus POH Supplements 101-590097-93 and 101-590097-103. Upon incorporation of Beech Kit 101-5111-19, FF-1 and after are approved for Category II Operation and POH Supplement 101-590097-127 replaces 101-590097-93.

NOTE 11. For FF serials, unless Beech Kit 101-5084-3 has been incorporated, the following must be entered on the Airworthiness Certificate: "This airplane at weights in excess of 5,700 KG does not meet the Airworthiness Requirements of ICAO, as prescribed by Annex 8 of the convention of International Civil Aviation."

NOTE 12. Beech Drawing 101-5093-7 describes changes to the Model 300 for conversion to Model 300LW configuration.

NOTE 13. For Model 300LW airplanes placed on the Australian Register, the maximum occupancy is limited to eleven (11) places unless equipped with a cockpit voice recorder system approved by the Civil Aviation Authority.

NOTE 14. For any Model 300, manufactured and awarded an FAA Standard Airworthiness Certificate before October 17, 1991, and subsequently converted to a Model 300LW, there is no time limitation for re-conversion to a Model 300.

IX. Model B300, Super King Air (Commuter Category), Approved December 12, 1989 (See note 12) Model B300C, B300C (MC-12W), B300C (UC-12W), Super King Air (Commuter Category), Approved September 7, 1990

For Notes, refer to Data Pertinent to Model B300 and B300C

Engine: Two Pratt & Whitney of Canada, Ltd. PT6A-60A (turboprop) per Beech Specification BS 23433B
See NOTE 17 for alternate P&W PT6A-67A engine installment kit.

Fuel: JP-4, JP-5 (MIL-T-5624); JP-8 (MIL-T-83133); JET A, JET A-1, and JET B conforming to P&WC S.B. 13044 or ASTM Spec. D1655; and Chinese No. 3 Jet Fuel.
See NOTE 6 for emergency fuels.

Oil (Engine & Gearbox): P&WC PT6 Engine Service Bulletin No. 13001 lists approved brand oils

Engine Limits

	Shaft Horsepower	Torque Ft-Lbs.	N1 Gas Generator Speed	Prop Shaft Speed	Max. Permissible Turbine Interstage Temp. (Dec. C)
Takeoff	1050	100%*	104%	1700	820
Max. continuous	1050	100%*	104%	1700	820
Starting transient (5 sec.)					1000
Max. reverse (1 min.)	900			1650	760

*100% torque - 3,244 ft. lbs.
*See NOTE 4.

IX. Model B300, B300C, B300C (MC-12W) and B300C (UC-12W) (cont'd)

Engine Limits (cont'd)

At low altitude and low ambient temperature the engines may produce more power at takeoff than that for which the airplane has been certificated. Under these conditions the placarded torquemeter limitations shall not be exceeded. The POH provides static torque settings for takeoff. It must be possible to achieve these settings without exceeding ITT or N_1 limits.

Oil temperatures: Minus 40˚C. minimum starting
Minus 40˚C. to 110˚C. low idle
10˚C. to 110˚C. max. continuous

Propeller and Propeller Limits

Two Hartzell HC-B4MP-3C hubs with Hartzell M10476K, M10476NK or M10476NSK blades.
Diameter: 105 in. (maximum); Minimum allowable for repair: 104 in.
No further reduction permitted.
Pitch settings at

Flight Idle Stop	See NOTE 5
Reverse	-14˚ ± 0.5˚
Feathered	+80.0˚ ± 0.5˚

Minimum idle speed 1050 rpm

Airspeed Limits (IAS)

Max. operating speed	302 m.p.h. (263 knots) up to 21,000 ft.
	263 to 194 knots (0.58 Mach)
	21,000 ft. up to 35,000 ft.
Max. operating Mach No.	0.58
Maneuvering airspeed	212 mph (184 knots)
Maximum flap extension speed	
Approach position 14°	232 m.p.h. (202 knots)
100% position 35°	182 m.p.h. (158 knots)
Landing gear extended	212 m.p.h. (184 knots)
Landing gear operating	
Extension	212 m.p.h. (184 knots)
Retraction	191 m.p.h. (166 knots)

C.G. Range (Landing Gear Extended)

(+199.4) to (+208.0) at 15,000 lb.
(+191.4) to (+208.0) at 11,800 lb.
Straight line variation between points given
Moment change due to retracting landing gear - 5815 in.-lb.

Empty Wt. C.G. Range

None

Maximum Weight

Ramp	15,100 lb.
Takeoff	15,000 lb.
Landing	15,000 lb.
Zero fuel	12,500 lb. (See Note 1)

Minimum Crew

One pilot

No. of Seats and Cargo Loading

Maximum 17 (including two crew at +129) (See NOTE 7). See loading instructions in POH for approved seating and cargo configurations.

Maximum Baggage

550 lb. (+359); 510 lbs. with foldup seats installed (S/N FL-1 through FL-380, and FL-382, FM-1 through FM-11 only)

Fuel capacity

Tank	Cap. Gal.	Usable Gal.	Arm*
Main LH	193.0	190.0	199.5
Main RH	193.0	190.0	199.5
Auxiliary LH	80.0	79.5	219.1
Auxiliary RH	80.0	79.5	219.1

See NOTE 1(a) for data on unusable fuel.
*See POH and FAA Approved AFM for variations.
See NOTE 15 for extended range fuel capacity.

IX. Model B300, B300C, B300C (MC-12W) and B300C (UC-12W) (cont'd)

Oil Capacity	20 qt. total (10 qts. each engine) (includes 6 qt usable in each integral engine tank) See NOTE 1(b) for data on unusable oil.				
Maximum Operating Altitude	35,000 ft.				
Control Surface Movements	Wing flap	Maximum	35˚		
	Aileron tabs	Up	15˚	Down	15˚
	Aileron	Up	24˚	Down	16˚
	Elevator tabs	Up	3˚	Down	15˚
	Elevator	Up	20˚	Down	14˚
	Rudder tab	Right	15˚	Left	15˚
	Rudder	Right	25˚	Left	25˚
Serial Nos. Eligible	FL-1 and up (Model B300). See NOTE 10 FM-1 and up (Model B300C). See NOTE 10 FN-1 and up (Model B300C). See NOTE 10				

Data Pertinent to Model B300, B300C, B300C (MC-12W) and B300C (UC-12W)

Datum: Located 83.5 in. forward of center of front jack point.

Leveling Means: Two external screws on left side of fuselage immediately forward of entrance door.

Certification Basis: FAR Part 23 effective February 1, 1965, as amended by Amendments 23-1 through 23-34; FAR Part 36 effective December 1, 1969, as amended by Amendment 36-1 through 36-15; SFAR 27 effective February 1, 1974, as amended by Amendments 27-1 through 27-6 and Exemption No. 5077 from compliance with Section 23.207(c). Special Conditions 23-ACE-48A effective August 13, 1990, apply to Electronic Flight Instrument System (EFIS) equipped airplanes. FAR 23 Sections 23.201, 23.203 and 23.205 through amendment 23-45 (S/N FN-1 and up only).

Effective January 20, 1994, FAR 23.1457 as amended by Amendment 23.35.

Exemption 5599 from compliance with 23.53(c)(1), for use of ground minimum control speed (V_{mcg}) for determination of takeoff decision speed (V_1), (Serials FL-111 and after, FM-9 and after, FN-2 and after, or prior airplanes modified by Beech Kit No. 130-3004). Exemption 6405 from compliance with 23.807(d)(1)(i) to allow a single emergency exit, in addition to the cabin door.

Compliance with ice protection has been demonstrated in accordance with FAR 23.1419 when ice protection equipment is installed in accordance with the Equipment List.

Equivalent Safety Findings: FAR 23.781(b) for shape of the propeller control knob; FAR 23.1305(g) for use of fuel low pressure warning annunciators in lieu of the fuel pressure indicators; FAR 23.1321(d) for the basic "T" instrument panel arrangement. Does Not Apply to Proline 21 Equipped Aircraft

Data Pertinent to Model B300, B300C, B300C (MC-12W) and B300C (UC-12W) (cont'd)

Certification Basis (cont'd)

Additional requirements for Collins Proline 21 Avionics Installation; Special Conditions 23-131-SC, and Equivalent Level of Safety ACE-02-17 for FAR 23.1305(c)(2), 23.1305 (a)(2)(3), and 23.1549(a)(b)(c)(d), for direct reading only displays for oil pressure, oil temperature, and fuel flow; FAR 23.301(a) as amended by Amendment 23-42; FAR 23.1322(a)(b)(c)(d)(e), 23.1331(a)(b)(c), 23.1357(a)(b)(c)(d) as amended by Amendment 23-43; FAR23.305(a)(b), 23.397(a)(b), 23.613(a)(b)(c)(d)(e), 23.672(a)(b)(c), 23.1525, 23.1549(a)(b)(c)(d) as amended by Amendment 23-45; FAR 23.561(a)(b), 23.607(a)(b)(c), 23.611 as amended by Amendment 23-48; FAR 23.677(a)(b)(c)(d), 23.867(a)(b), 23.1303 (a)(b)(c)(d)(e)(f), 23.1309(a)(b)(c)(e), 23.1311(a)(b), 23.1321(a)(b)(c)(d)(e), 23.1323(a)(b)(c)(e), 23.1329(a)(b)(d)(e)(f)(g)(h), 23.1351(a)(c), 23.1353(h), 23.1359(c), 23.1365(d)(e), 23.1431(a)(b)(d)(e) as amended by Amendment 23-49; FAR 23.1325(a)(b), 23.1545(a)(b)(c), 23.1583(h), 23.1585(a)(j) as amended by Amendment 23-50; FAR 23.771(a), 23.777(a)(b) an amended by Amendment 23-51; 23.1305(a)(c)(e) as amended by Amendment 23-52.

Additional requirements for the Collins IFIS Installation: 23.321 as amended by Amendment 23-45; 23.337, 23.574, 23,575 as amended by Amendment 23-48; 23.1365(a) as amended by Amendment 23-49; 23.1555(a), 23.1581(a), 23.1583(h), 23.1585(j) as amended by Amendment 23-50; Effective at Serial Numbers for the B300, FL-538 and FL-544 and after and for the B300C, FM-15 and after.

Additional requirements for the Rockwell Collins Flight Guidance Computer FGC-3000 installation (Collins ProLine 21 Avionics is required before having the FGC-3000 installed on the airplane): 23.1357(a) as amended by Amendment 23-43; 23.677(a), 23.867(a)(b)(c), 23.1309(b)(c)(d)(e), 23.1329(e) as amended by Amendment 23-49, 23.143(b) as amended by Amendment 23-50, 23.1308(a)(b)(c)(d) as amended by Amendment 23-57, and 23.1581(a) as amended by Amendment 23-50. Effective at Serial Numbers for the B300, FL-748 and after, and for the B300C, FM-50 and after.

Additional requirements for the installation of SMR Technologies pneumatic deicer boots: 23.613 and 23.1525 as amended by Amendment 23-45, 23.1309 as amended by Amendment 23-49, and 23.1581, 23.1583(h), and 23.1585 as amended by Amendment 23-50.

Production Basis

Production Certificate No. 8. A production certificate was issued and the manufacturer is authorized to issue airworthiness certificates under the delegation option authorization provisions of 14 CFR Part 21.

Equipment

The basic required equipment as prescribed in the applicable airworthiness regulations (see Certification Basis) must be installed in the aircraft for certification.

In addition, the following items of equipment are required:

1. Stall warning lift transducer, P/N 101-380005-33, for all serials.

   Stall warning lift computer, P/N 101-380005-35 (for S/N FL-1 thru FL-393, FM-1 through FM-11); P/N 101-380005-39 (for S/N FL-394 and later, FM-12 and later or earlier aircraft incorporating Raytheon Aircraft Company kit 130-3022).

2. Maximum allowable airspeed indicator, P/N 130-380039-3 (for S/N FL-1 thru FL- 92) or P/N 130-380005-3 (for S/N FL-93 thru FL-380 and FL-382). For FL-381 and FL-383 and after the airspeed indication is included in the PFD pilot's and copilot's sides.

3. POH P/N 130-590031-1 (for S/N FL-1 thru FL-110 and FM-1 thru FM-8) or P/N 130-590031-71 (for S/N FL-111 thru FL-380, and FL-382; FM-9 thru FM-11) or P/N 130-590031-181 (S/N FL-381, FL-383 thru FL-499, except FL-493, FM-12 and FM-13); or P/N 130-590031-235 (for S/N FL-493, FL-500 and later, FM-14 and later); or P/N 130-590031-245 (for S/N FL-493, FL-500 thru FM-937 and FM-14 thru FM-56 when modified by drawings 130M000009, 130M000030, 130-4014 or 130-4030); or P/N 130-590031-499 (for S/N FL-938, and FM-57 and later when modified by drawings 130M000009, 130M000030, 130-4014 or 130-4030).

Data Pertinent to Model B300, B300C, B300C (MC-12W) and B300C (UC-12W) (cont'd)

NOTE 1. Current weight and balance data, loading information, and a list of equipment included in empty weight must be provided for each airplane at the time of original certification.

(a) Basic empty weight includes unusable fuel of 52 lb. at (+182.4 in.) with 10 lb. being undrainable.
(b) Basic empty weight includes engine oil of 57 lb. at (+132.4 in.) with 33.7 lb. being unusable.

NOTE 2. All placards required in the POH, (P/N 130-590031-1 or P/N 130-590031-71 or P/N 130-590031-181 or P/N 130-590031-235 or P/N 130-590031-245 or P/N 130-590031-499) must be installed in the appropriate locations.

NOTE 3. Mandatory retirement times for all structural components are contained in the FAA Approved ALM. P/N 130-590031-211 (For FL-1 and up and FM-1 and up) and Chapter 4 of the Beechcraft B300 Maintenance Manual Supplement 130-590031-67 (for FN-1 and up). These limitations may not be changed without FAA Engineering approval.

NOTE 4. The maximum propeller shaft overspeed limit is 110 percent (1870 r.p.m.) of all ratings. One hundred percent propeller shaft speed is defined as 1700 r.p.m. and is the normal steady state operating limit. Gas generator speeds up to 104 percent are for unlimited periods subject to applicable temperature and other limits. One hundred percent gas generator speed is defined as 37,500 r.p.m.

NOTE 5. Flight idle propeller low pitch stop is set so that at 1500 r.p.m. the engine torque is 36 percent for sea level, standard day conditions. Ground idle low pitch stop is set so that at 62 to 64 percent N_1 prop r.p.m. is not less than 1050 r.p.m.

NOTE 6. Alternate use of aviation gasoline:
Use of Grades 80, 100, or 100LL aviation gasoline per ASTM D910, or Grades 80/87, 91/96, 100/130, or 115/145 aviation gasoline per MIL-G-5572 is permitted for a total time period not to exceed 150 hours time between engine overhauls. It is not necessary to purge the unused fuel from the system when switching fuel types.

NOTE 7. Airplanes with the optional passenger seating of 10 or more through S/N FL-155, must be equipped with the following:
1. The eight cabin seats in the double club cabin arrangement must be of the narrow back configuration, part numbers 130-530074-1, -2, -3, -4, -5, -6, -7, or -11, -9, or -12.

NOTE 8. The following models have been delivered and are eligible for multiple airworthiness certification per FAR 21.187 in Commuter and Restricted Category at indicated gross weight and other limitations specified by the applicable POH/AFM for any special purpose that is specified by an FAA Approved Supplement to the applicable POH/AFM.

Model Purpose	FAR's Inappropriate for Restricted Category Certification	Maximum Gross Wt.	Pilot's Operating Handbook Supplement
B300C Photographic	23.1, 23.775(e), 23.1545(b)	15,000	130-590031-65

Contact Hawker Beechcraft Company as necessary to obtain availability information concerning the drawings and kits which are referenced by this publication.

NOTE 9. The Models B300/B300C are eligible for export to the countries noted when modified to the following drawings:

Country	Model	Beech Drawing
a) United Kingdom	B300	130-005002*
b) Canada	B300/B300C	130-005003
c) France	B300/B300C	130-005005*
d) Russia (CIS)	B300	130-005007

* Only required if modified prior to September 2003 with this installation.

Data Pertinent to Model B300, B300C, B300C (MC-12W) and B300C (UC-12W) (cont'd)

NOTE 10. Company name change effective 4/15/96. The following serial numbers are manufactured under the name of Raytheon Aircraft Company: B300: FL-137 through FL-423. B300C: FM-9 thru FM-13, FN-1 (RAC, 300).

NOTE 11. RVSM capability is per either STC ST01456SE or SA01790SE for Models 300 and 300LW. RVSM capability is per (one of the following) STCs ST01070SE, ST01278SE, ST01456SE, SA01790SE or SA01798SE for Models B300 and B300C. These STCs approves the noted aircraft to 14 CFR Part 91, Appendix G. Refer to the airplane maintenance logbook for specific RVSM STC incorporated at build. Authorization for RVSM operations must be obtained by the operator from the local FAA Flight Standards District Office (FSDO).

RVSM requirements have been incorporated into the type design of production aircraft at FL-850 and after, and FM-55 and after. These aircraft are RVSM compliant to 14 CFR 91, Appendix G at initial airworthiness issuance. Instructions for Continued Airworthiness (ICA) for the production airplanes are now incorporated into the applicable airplane maintenance manual. Authorization for RVSM operations must be obtained by the operator from the local FAA FSDO.

NOTE 12. Airplanes modified per Beech drawing 130-4402 are eligible for increased weights in the Commuter Category as defined in Pilot's Operating Handbook Supplement P/N 130-590031-219. Airplanes that also have the extended range fuel tanks installed are to use Pilot's Operating Handbook, 130-590031-255.

Airworthiness limitations changes are defined Airworthiness Limitations Manual Supplement P/N 130-590031-221.

Certification Basis per Model B300 except 14CFR §23.49, 23.201, 23.203, 23.205, and 23.207 as amended by Amendments 23-1 through 23.50.

NOTE 13. Company name change effective 3-16-07. The following serial numbers are manufactured under the name of Hawker Beechcraft Corporation: FL-424, FL-521, FL-522, FL-523 and FL-526 through FL-845; FM-14 through FM-54 (HBC, 300).

NOTE 14. Re-evaluation of structure and fatigue will be required for serial numbers FM-14, FM-16, FM-17, FM-18 and FM-48, with the Wing Hardpoints installed (MOD007710), prior to import back into the United States.

NOTE 15. Airplanes modified per Hawker Beechcraft Drawing 130M000030 or Kit Drawing 130-4014 are eligible for increased weights and increased fuel capacity in the commuter category as defined by POH/AFM P/N 130-590031-245 or POH/AFM P/N 130-590031-499. The areas of change from a standard B300 and B300C are listed below:

Design Weights

Max Ramp Weight	16 600 lb (7 530 kg)
Max Takeoff Weight	16 500 lb (7 484 kg)
Max Landing Weight	15 675 lb (7 110 kg)
Max Zero Weight	13 000 lb (5 897 kg)

C.G. Range (Landing Gear Extended)

(+203.3) to (+208.0) at 16 500 lb
(+191.4) to (+208.0) at 11 800 lb
Straight line variation between points given
Moment change due to retracting landing gear (-8 307 in.lb.)

Fuel Capacities

Max Useable Fuel Capacity	5192 lb (2361 kg)
(1 U.S. gallon = 6.7 lb/ U.S. gal.)	775 U.S gal
Extended Range Fuel Tanks Useable Fuel Capacity (one side)	790 lb. (359 kg)
Extended Range Fuel Tanks Useable Fuel Capacity (total)	1581 lb. (718 kg)
(2 tanks, 118 gal. each)	236 U.S. gal.

Certification Basis per Model B300 except 14CFR §23.49, 23.201, 23.203, 23.205, and 23.207 as amended by Amendments 23-1 through 23-50.

Data Pertinent to Model B300, B300C, B300C (MC-12W) and B300C (UC-12W) (cont'd)

NOTE 16. B300 and B300C airplanes modified by Hawker Beechcraft Drawing 130M000009 or Drawing 130-4030 are eligible for increased gross weights in the commuter category as defined by POH/AFM P/N 130-590031-245 and POH/AFM Supplement for Heavy Weight Aircraft without ER Tanks, P/N 130-590031-321. The areas of change from a standard B300 and B300C are listed below.

Design Weights

Max Ramp Weight	16 600 lb. (7 530 kg)
Max Takeoff Weight	16 500 lb. (7 484 kg)
Max Landing Weight	15 675 lb. (7 110 kg)
Max Zero Weight	13 000 lb. (5 897 kg)

C.G. Range (Landing Gear Extended)
(+203.3) to (+208.0) at 16 500 lb.
(+191.4) to (+208.0) at 11 800 lb.
Straight line variation between points given
Moment change due to retracting landing gear (-8 307 in.lb.)

NOTE 17. B300 and B300C airplanes modified by Hawker Beechcraft Field Service Kit, Drawings either 130-9022 or 130-9027, which installs Two Pratt & Whitney of Canada, Ltd. PT6A-67A (turboprop) per Beech Specification BS 23433B.

Fuel: JP-4, JP-5 (MIL-T-5624); JP-8 (MIL-T-83133); JET A, JET A-1, and JET B conforming to P&WC S.B. 14004 or ASTM Spec. D1655; Chinese No. 3 Jet Fuel and Commonwealth of Independent States (CIS) RT & TS-1 Fuels .
Alternate use of aviation gasoline:
Use of Grades 80, 100 or 100LL aviation gasoline per ASTM D910, or Grades 80/87, 91/96, 100/130 or 115/145 aviation gasoline per MIL-G-5572 is permitted for a total time period not to exceed 150 hours' time between engine overhauls. It is not necessary to purge the unused fuel from the system when switching fuel types.

Oil (Engine & Gearbox): P&WC PT6 Engine Service Bulletin No. 13001 lists approved brand oils

Engine Limits

	Shaft Horsepower	Torque Ft-Lbs.	N1 Gas Generator Speed	Prop Shaft Speed	Max. Permissible Turbine Interstage Temp. (Dec. C)
Takeoff	1050	*100%	104%	1700	850
Max. continuous	1050	*100%	104%	1700	840
Starting transient (20 sec.)				1870	870
Max. reverse (1 min.)	900			1650	760

*100% torque – 3,244 ft. lbs.
*See Note 4.

At low altitude and low ambient temperature the engines may produce more power at takeoff than that for which the airplane has been certificated. Under these conditions the placarded torquemeter limitations shall not be exceeded. The POH provides static torque settings for takeoff. It must be possible to achieve these settings without exceeding ITT or N^1 limits.
Oil temperatures: Minus 40˚C. minimum starting
Minus 40˚C. to 110˚C. low idle
0˚C. to 110˚C. max. continuous

Propeller and Propeller Limits: Two Hartzell HC-E4A-3M hubs with Hartzell M10478SK blades.
Diameter: 105 in. (maximum); minimum allowable for repair: 104 in.
No further reduction permitted.
Pitch setting at:
Flight idle stop See NOTE 5.
Reverse -14˚ ± 0.5˚
Feathered +80.0˚ ± 0.5˚
Minimum idle speed 1050 rpm

Data Pertinent to Model B300, B300C, B300C (MC-12W) and B300C (UC-12W) (cont'd)

NOTE 18. Company name change effective 4/12/13. The following serial numbers are manufactured under the name of Beechcraft Corporation: B300: FL-846 and after; B300C: FM-55 and after.

X. Model 1900D, Airliner, 21 PCLM (Commuter Category), Approved March 19, 1991

For Notes, refer to Data Pertinent to Model 1900D.

Engine: Two Pratt & Whitney of Canada, Ltd. PT6A-67D (turboprop) per Beech Specification BS 24442

Fuel: JP-4, JP-5 (MIL-T-5624); JP-8 (MIL-T-83133); Jet A, Jet A-1, and Jet B conforming to P&WC S.B. 14004 or ASTM Spec. D1655. See NOTE 7 for emergency fuels.

Oil (Engine & Gearbox): P&WC PT6 Engine Service Bulletin No. 14001 lists approved brand oils.

Engine Limits

	Shaft Horsepower	Torque Ft-Lbs.	N1 Gas Generator Speed	Prop Shaft Speed	Max. Permissible Turbine Interstage Temp. (Dec. C)
Takeoff (5 min.)	1279	3950	104%	1700*	800
Max. continuous	1214	3750	104%	1700*	780
Starting transient (5 sec.)					1000
Max. reverse (1 min.)	900			1650*	760

*See NOTE 4.

The AFM provides minimum torque settings for T.O. It must be possible to achieve these settings without exceeding ITT or N_1 limits.
Oil temperatures: Minus 40˚C. minimum starting
Minus 40˚C. to 110˚C. low idle
10˚C. to 105˚C. max. continuous

Propeller and Propeller Limits (Aircraft Serials UE-1 through UE-136): Two Hartzell HC-E4A-3A hubs with Hartzell E10950K blades (original configuration)

One or Two Hartzell HC-E4A-3A hubs with Hartzell E10950K blades

and/or

One or Two Hartzell HC-E4A-3I or HC-E4A-3J hubs with Hartzell E10950PK or E10950PCK blades (See NOTES 10 and 12).

and/or

Propeller and Propeller Limits (Aircraft Serials UE-1 through UE-136) (cont'd): One or Two Hartzell HC-E4A-3I or HC-E4A-3J hubs with Hartzell E10950PB or E10950PCB blades (See NOTE 10 and 13).

Diameter: 110.0 In. per Beech Specification 24476.
No further reduction permitted.
Pitch settings at:

Flight Idle Stop	See NOTE 5
Reverse	-14.5° ±0.5°
Feather	+79° ±0.5°

Propeller and Propeller Limits (Aircraft Serials UE-137 through UE-326): Two Hartzell HC-E4A-3I hubs with Hartzell E10950PK blades (original configuration)

One or Two Hartzell HC-E4A-3I or HC-E4A-3J hubs with Hartzell E10950PK or E10950PCK blades (See NOTES 10 and 12).

and/or

One or Two Hartzell HC-E4A-3I or HC-E4A-3J hubs with Hartzell E10950PB or E10950PCB blades (See NOTES 10 and 13).

Diameter: 110.0 In. per Beech Specification 24476.

X - Model 1900D (cont'd)

No further reduction permitted.
Pitch settings at:

Flight Idle Stop	See NOTE 5
Reverse	-14.5˚ ± 0.5˚
Feather	+79˚ ± 0.5˚

Propeller and Propeller Limits (Aircraft Serials UE-327 through UE-401)

Two Hartzell HC-E4A-3J hubs with Hartzell E10950PB blades (original configuration)

One or Two Hartzell HC-E4A-3I or HC-E4A-3J hubs with Hartzell E10950PK or E10950PCK blades (See NOTES 10 and 12).

and/or

1 or 2 Hartzell HC-E4A-3I or HC-E4A-3J hubs with Hartzell E10950PB or E10950PCB blades (See Note 10).

Diameter: 110.0 In. per Beech Specification 24476.
No further reduction permitted.
Pitch settings at:

Flight Idle Stop	See NOTE 5
Reverse	-14.5˚ ± 0.5˚
Feather	+79˚ ± 0.5˚

Propeller and Propeller Limits (Aircraft Serials UE-402 and Up)

Two Hartzell HC-E4A-3J hubs with Hartzell E10950PCB blades (original configuration)

One or Two Hartzell HC-E4A-3I or HC-E4A-3J hubs with Hartzell E10950PK or E10950PCB blades (See NOTES 10 and 12).

and/or

One or Two Hartzell HC-E4A-3I or HC-E4A-3J hubs with Hartzell E10950PB or E10950PCB blades (See NOTE 10).

Diameter: 110.0 In. per Beech Specification 24476.
No further reduction permitted.
Pitch settings at:

Flight Idle Stop	See NOTE 5
Reverse	-14.5˚ ± 0.5˚
Feather	+79˚ ± 0.5˚

Airspeed Limits (IAS)

Max. operating speed	285 m.p.h. (248 knots) up to 13,200 ft.	
Max. operating Mach No.	0.48	
Maneuvering airspeed	205 mph (178 knots)	
Maximum flap extension speed		
Partial flap 17.5˚	216 m.p.h. (188 knots)	
100% position 35˚	165 m.p.h. (143 knots)	UE-1 through UE-78
100% position 35˚	177 m.p.h. (154 knots)	UE-79 and up and UE-1 through UE-78 when modified per Beech Service Bulletin No. 2512.
Landing gear extended	207 m.p.h. (180 knots)	
Landing gear operating		
Extension	207 m.p.h. (180 knots)	
Retraction	207 m.p.h. (180 knots)	

X. Model 1900D (cont'd)

C.G. Range (Landing Gear Extended)

F.S. 282.9 to F.S. 299.9 at 17,120 lbs.
F.S. 274.5 to F.S. 299.9 at 11,600 lbs. or less
Straight line variation between points given
Moment change due to retracting landing gear (-8966 in.-lb.)
For cruise and descent flight phases at weights 12,313 lbs. and above operation is approved to an aft limit of F.S. 303.0.

Empty Wt. C.G. Range

None

Maximum Weight

Ramp	17,230 Lbs.
Takeoff	17,120 Lbs.
Landing	16,765 Lbs.
Zero fuel	15,165 Lbs. (See NOTES 1 and 11)

Minimum Crew

One pilot

No. of Seats and Cargo Loading

Maximum 21 (including two crew at +129). (See Note 7) See loading instructions in Airplane Flight manual for approved seating and cargo configurations.

Maximum Baggage

See NOTE 6 for data on maximum baggage.

Fuel capacity

Tank	Cap. Gal.	Usable Gal.	Arm
Main LH	244.7	240.5	296
Main RH	244.7	240.5	296
Auxiliary LH	93.3	92.2	304
Auxiliary RH	93.3	92.2	304

See NOTE 1(a) for data on unusable fuel.

Oil Capacity

29 qt. total (includes 12 qt usable in two integral engine tanks)
See NOTE 1(b) for data on unusable oil.

Maximum Operating Altitude 25,000 ft.

Control Surface Movements

Wing flap	Maximum	35˚		
Aileron tabs	Up	15˚	Down	15˚
Aileron	Up	24˚	Down	17˚
Elevator tabs	Up	5.5˚	Down	16.5˚
Elevator	Up	20˚	Down	14˚
Rudder tab	Right	15˚	Left	15˚
Rudder	Right	25˚	Left	25˚

Serial Nos. Eligible

UE-1 and after (See NOTE 9).

Data Pertinent to Model 1900D

Datum

Located 290.5 in. forward of the wing (forward) spar centerline.

Leveling Means

Two external screws on left side of fuselage aft of entrance door.

Certification Basis

FAR Part 23 of the FARs, effective February 1, 1965, as amended by Amendments 23-1 through 23-34; FAR Part 36 effective December 1, 1969, as amended by Amendment 36-1 through 36-18; FAR Part 34 effective September 10, 1990. Also, Exemption No. 5078 from FAR 23.207(c) dated August 23, 1989, and Exemption No. 5216 from FAR 23.201(e), (f)(4), and (f)(5); 23.203(c)(4) and (c)(5); 23.1545(b)(5) and (b)(6) dated August 9, 1990, have been granted. Special Conditions 23-ACE-48A effective August 13, 1990.

Data Pertinent to Model 1900D (cont'd)

Equivalent Safety Findings

(1) Propeller control knob	FAR 23.781(b)
(2) Fuel pressure gage	FAR 23.1305(g)
(3) Instrument panel arrangement	FAR 23.1321(d)
(4) Landing gear warning "Q" switch	FAR 23.729(f)(1)

Compliance with ice protection has been demonstrated in accordance with FAR 23.1419 when ice protection equipment is installed in accordance with the Equipment List.

Production Basis

Production Certificate No. 8. A production certificate was issued and the manufacturer is authorized to issue airworthiness certificates under the delegation option authorization provisions of 14 CFR Part 21.

Equipment

The basic required equipment as prescribed in the applicable airworthiness regulation (see Certification Basis) must be installed in the aircraft for certification.

In addition, the following items of equipment are required:

1. Pre-stall warning system to include: stall warning lift computer, P/N 114-380051-5 and stall warning lift transducer, P/N 114-380051-1.

2. Maximum allowable airspeed indicator, P/N 130-380005-5 on UE-1 through UE-78.
   Maximum allowable airspeed indicator P/N 130-380005-7 on UE-79 and up and on UE-1 through UE-78 when modified per Beech Service Bulletin No. 2512.
3. AFM, P/N 129-590000-3 or other FAA approved AFM as allowed by 14 CFR Part 121.141.

NOTE 1. Current weight and balance data, loading information and a list of equipment included in empty weight must be provided for each airplane at the time of original certification.
(a) Basic empty weight includes unusable fuel of 84.3 lb. at (+300.1 in.) with 14.6 lb. being undrainable.
(b) Basic empty weight includes engine oil of 57.5 lb. at (+249.3 in.) with 33.7 lb. being unusable.

NOTE 2. All placards required in the approved AFM (P/N 129-590000-3) must be installed in the appropriate location.

NOTE 3. Structural components with life limits are contained in the Model 1900 Airliner Series ALM P/N 129-590000-133. These limitations may not be changed without FAA Engineering approval.

NOTE 4. The maximum propeller shaft overspeed limit is 110 percent (1870 r.p.m.) of all ratings. One hundred percent propeller shaft speed is defined as 1700 r.p.m. and is the normal steady state operating limit. Gas generator speeds up to 104 percent are for unlimited periods subject to applicable temperature and other limits. One hundred percent gas generator speed is defined as 37,500 r.p.m.

NOTE 5. Flight idle prop low pitch stop is set at 1500 r.p.m. The torque is a variable function of altitude and O.A.T. For sea level, standard day conditions, torque is 1650 ft-lbs. to obtain 1500 r.p.m.

NOTE 6. Maximum Baggage
250 lbs. at F.S. 163.6 (Distributed over F.S. 150.6 to 175.6)
1000 lbs. at F.S. 483.5 (Distributed over F.S. 453.5 to 513.5)
630 lbs. at F.S. 533.0 (Distributed over F.S. 513.5 to 557.5)

NOTE 7. Emergency use of aviation gasoline. Use of Grades 80, 100, or 100LL aviation gasoline per ASTM D910 or Grades 80/87, 91/96, 100/130, or 115/145 aviation gasoline per MIL-G-5572 is permitted for a total time period not to exceed 150 hours time between engine overhauls. Operation is prohibited if either standby pump is inoperative. Operation is prohibited above 18,000 feet. Standby pumps must be on for takeoff and landing.

Data Pertinent to Model 1900D (cont'd)

NOTE 8. Model 1900D airplanes with serial numbers identified are eligible for export to the countries listed below when modified by the indicated Beech drawings or kits:

Country	Model	Beech Drawing
a) France	UE-1 and up	129-005002
b) Canada	UE-1 and up	129-005005
c) Germany	UE-1 and up	129-005006

NOTE 9. Company name change effective 4/15/96. The following serial numbers are manufactured under the name of Raytheon Aircraft Company: 1900D: UE-209, 211 through UE-439.

NOTE 10. On Hartzell propeller hubs HC-E4A-3I or HC-E4A-3J, E10950PCB blades may replace E10950PB blades and/or E10950PB blades may replace E10950PCB blades in opposing pairs or in complete sets of four.

On Hartzell propeller hubs HC-E4A-3I or HC-E4A-3J, E10950PCK blades may replace E10950PK blades and/or E10950PK blades may replace E10950PCK blades in opposing pairs or in complete sets of four.

NOTE 11. Maximum Zero Fuel Weight is 15,700 lbs. for airplane serial numbers UE-1 through UE-423 (with Kit 129-5045 installed), and UE-424 through UE-439 operated per Beech 1900D Airliner FAA Approved AFMS P/N 129-590000-121.

NOTE 12. Hartzell hub/blade combinations using E10950PK or E10950PCK blades may be modified at the option of the operator to use de-icers with lower watt density per Kit 129-9024.

NOTE 13. Hartzell hub/blade combinations using E10950PB or E10950PCB blades require that the airplane has been modified by the installation of Kit 129-9024.

-- END --